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No. 25,992

HONG KONG, THURSDAY, OCTOBER 4, 1928.

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"UNOFFICIALS" HAVE THEIR SAY

THE BUDGET DEBATE

PRAISE AND CONSTRUCTIVE CRITICISM.

WATER—AND THE PEOPLE

Reply of Home Authorities Read in Council

"JUSTICE" FOR JUNIOR CLERICAL SERVICE

Praise for certain decisions and actions, and strong constructive criticism of the Government's policy on the water supply were the main features of the views expressed by the taxpayers' representatives in to-day's debate on the 1929 Budget, when the second reading of the Supply Bill came up in the Legislative Council.

The Hon. Sir Shou-son Chow, in the absence of Sir Henry Pollock, was senior Unofficial member. He delivered a speech on behalf of all six Unofficials, his words being endorsed by the Hon. Mr. A. C. Hynes, the senior British member, and by the Hon. Mr. J. Owen Hughes, the representative of the Hong Kong General Chamber of Commerce. Although this is not the first occasion that the Hon. Mr. W. T. Southern has acted as Officer Administering the Government and the Hon. Mr. E. R. Hallifax as Colonial Secretary, it is the first time they have presented a Hong Kong Budget in such capacities.

Stress was laid on the problem of the Colony's water supply. The Hon. Mr. Hynes described it as "the most important matter dealt with" and expressed the opinion that it called for further consideration. A statement was made by the Government spokesman. This will be published in to-morrow's "China Mail," together with the Government's replies to the Unofficials' comment.

In view of the gravity of such a vital question and the unanimity displayed by the Unofficials, information about the water supply is dealt with separately on this page.

A FIGHTING OPPOSITION

Leading points of interest referred to by Sir Shou-son Chow were as follows:—

The fact that the estimated revenue for 1929 is likely to be exceeded by not less than \$2,571,000 "may be taken as evidence that conditions in the Colony are gradually returning to normal."

"Unless times have improved to a much greater extent the Colony is not in a position to stand any substantial increase in taxation without the most serious effects on its trade."—That is the considered declaration of six experienced men of business.

A point is made of higher regular annual charges for the Police Department, in spite of figures showing a decrease in expenditure. "Without any question our standing charges have increased enormously during the last two years. . . . Personal emoluments show an increase of \$498,134 for 1929, not taking into consideration \$350,000 for Exchange Compensation Allowances."

In forcible terms the Hon. Dr. R. H. Kotewall made out a case that the Junior Clerical Service should be granted the general increase accorded to Civil Servants on sterling salaries. "Simple justice requires that the local men also receive some help," he said.

Reverting to Sir Shou-son's representative utterance, the following are picked out:—

Adverse comment is passed on the Imperial Government for not contributing more than £100,000, instead of three-fourths of the total cost, towards building Kai Tak Aerodrome.

The road to Mountain Lodge (for which \$57,000 is allocated) is thought to be not as urgently needed as the Mid-Level motor road from Conduit-road to Marble Hall.

Matters of Health. Inconsistent approvals of special permits to motor-cars to be on certain "closed" roads are condemned.

The Unofficial members are disappointed that the Government has not yet succeeded in filling the post of Malariaologist. They are glad to observe that provision has been made for filling in certain mosquito-breeding spaces at Kowloon.

The Government is strongly recommended to adopt the method of disposing of refuse by incinerators.

Both Sir Shou-son Chow and Dr. Kotewall praise the grant of four

days' leave each month to nursing sisters.

The Hon. Mr. J. Owen Hughes, as the mouthpiece of the merchants, also referred to the principal topic—water—insofar as it related to the supply of filtered water to the Dairy Farm at Diamond Hill. In a few words, Mr. Owen Hughes made a strong plea that a requisition by the Sanitary Department, as laid down by law, should be acceded to "in justice to the Dairy Farm Co."

Those Present. There was a full attendance, comprising:—
H.E. the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.),
H.E. the General Officer Commanding the Troops (Major-General C. C. Luard, C.B., C.M.G.),
The Colonial Secretary (the Hon. Mr. E. R. Hallifax, C.M.G., C.B.E.),
The Attorney-General (the Hon. Mr. C. G. Alabaster, O.B.E., K.C.),
The Colonial Treasurer (the Hon. Mr. C. McI. Messer, O.B.E.),
The Hon. Mr. H. T. Cressy, C.B.E. (Director of Public Works),
The Hon. Mr. E. D. C. Wolfe, C.M.G. (Captain Superintendent of Police),
The Hon. Mr. R. A. C. North (Secretary for Chinese Affairs),
The Hon. Sir Shou-son Chow, C.M.G., LL.D.,
The Hon. Dr. R. H. Kotewall, C.M.G., LL.D.,
The Hon. Mr. A. C. Hynes, C.M.G., LL.D.,
The Hon. Mr. J. Owen Hughes, C.M.G., LL.D.,
The Hon. Mr. C. G. S. Mackie, C.M.G., LL.D.,
The Hon. Mr. B. D. F. Beith, C.M.G., LL.D.,
Mr. H. R. Butters (Deputy Clerk of Councils).

A series of questions pursuant to notice were asked by Mr. Owen Hughes, the nominee of the Hong Kong General Chamber of Commerce. Replies to same will be published in the "China Mail" to-morrow.

Speeches in the Budget debate followed the moving by the Colonial Secretary of the second reading of the Ordinance to apply a sum not exceeding \$19,478,964 to the Public Service of the year 1929.

(Continued on Page 2.)

TWO WATER SUPPLY PROJECTS

WHICH IS BETTER?

CONSIDERED VIEWS OF ALL SIX "UNOFFICIALS"

PIPE-LINE ACROSS HARBOUR

So serious is the Hong Kong water supply question, as revealed in the speeches of the Unofficial members during the Budget debate in the Legislative Council, that special reference must be made to it. Extracts follow:—

The Hon. Sir Shou-son Chow:—"Much valuable time has already been lost."

"The unofficial members unanimously favour the second scheme" (that of laying a pipe-line across the harbour bed at a cost of \$300,000). "Even if it were completely scrapped after, say, five years, the total expenditure would still be appreciably less."

Sir Shou-son mentioned the pleasure occasioned by the replacing of existing city mains by larger mains. He also suggested that Pokfulam reservoir be dredged.

The Hon. Dr. R. H. Kotewall:—"Is quite the most important problem now facing the Colony. Complaints this year have been particularly bitter. . . . The feeling of the people is not improved."

On the question of giving the public information as to the Government's intentions, the procedure in connection with which is dealt with in the editorial columns on page 6 of this issue, Dr. Kotewall says:—"A timely explanation would have prevented it" (meaning rumours which cause unrest in the absence of official intimation).

"My Chinese colleagues and I are confident that the Chinese community are behind us in our preference for the first and second sections of the Shing Mun scheme. The people do not want any project which will give them a full supply for only a few years. They would rather spend a couple of million dollars more."

The Hon. Mr. A. C. Hynes:—"The views expressed are the unanimous and considered opinions of all the Unofficial members. . . . I trust that this fact will carry due weight."

One section of opinion, expert and otherwise, favours construction of a reservoir at Aberdeen and completion of what is known as the first instalment of the Shing Mun scheme in the New Territory. Another section believes in completion of the first and second instalments of the Shing Mun scheme. This is unanimously supported by all six Unofficial members of the Legislative Council.

The "China Mail" understands that the project endorsed by the Unofficials will cost about \$2,000,000 more than the "Aberdeen reservoir and first instalment of Shing Mun." But the Unofficials' project will make for supplies equaling the consumption in 1932 or 1933, whereas the other plan will only go as far as giving additional water by 1931 when the consumption will have exceeded the supply again.

The contention is best illustrated by figures from the speech of Sir Shou-son Chow. Quantities mentioned below (i.e., other than figures of money) are all of "millions of gallons per day." The figures can be treated as if they were merely comparative units.

Still a Shortage. At present the consumption of Hong Kong Island is 10. The supply is 7.25 a day, leaving a shortage of 2.75.

If the Aberdeen scheme were carried out, providing 2.12, it would cost the Colony \$2,627,000. It would be completed in 1931. By 1931, after having spent this large sum, the Island's requirements will have grown to 11.2.

The Aberdeen scheme can only bring the total supply in 1931 to 9.37 (made up of 7.25, the present supply, and 2.12, the Aberdeen scheme). Against the 9.37 available in 1931, the Island's requirements will have grown to 11.2—thereby still leaving a deficit, as Sir Shou-son Chow says.

In other words, the Aberdeen scheme, to cost \$2,627,000, will give Hong Kong 2.12 more in 1931, but by that time, and after having spent the vast sum, the supply will still be short by 1.83.

Comparative Pipe-Line. On the other side of the harbour,

ATTORNEY-GENERAL APPOINTED

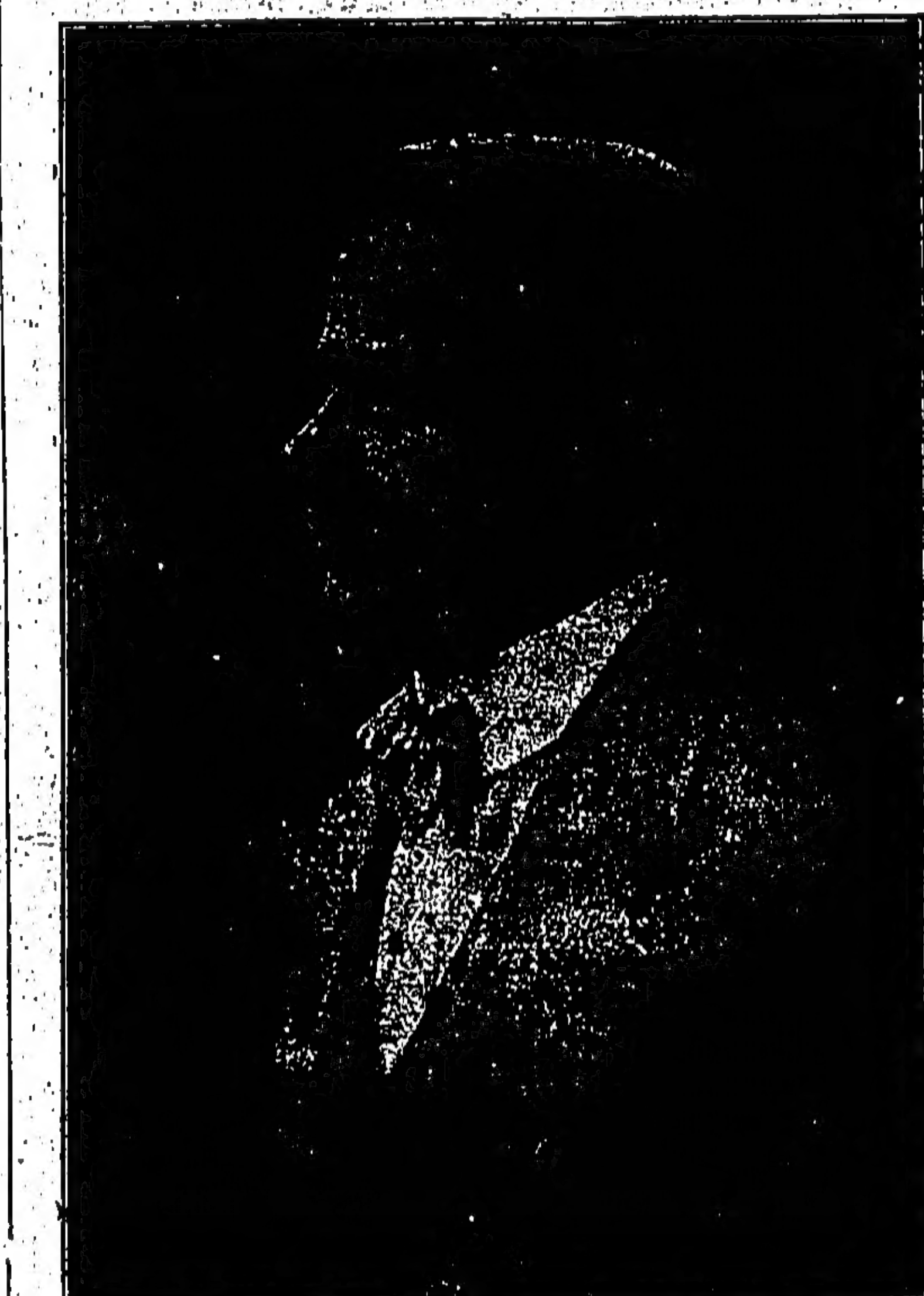
MR. C. G. ALABASTER

SIR HENRY POLLOCK REVERTS TO "UNOFFICIALS"

EFFECT OF LATEST CHANGES

Mr. Chaloner Grenville Alabaster, O.B.E., K.C., has been appointed Attorney-General of Hong Kong, during the absence on leave of Sir Joseph Kemp, C.B.E., K.C., B.A., and in place of Sir Henry Pollock, K.C., LL.D.

Mr. Alabaster is next to Sir Henry Pollock in seniority at the Bar. He has officiated as Attorney-General in the past and has also been an Unofficial member of the Legislative Council before. He is Vice-Chairman of the Licensing



The Hon. Mr. C. G. Alabaster, O.B.E., K.C.

Board. The second last edition of the Ordinances of Hong Kong was prepared by Mr. Alabaster some years ago. The O.B.E. was awarded for public services during the War. And quite recently he prosecuted for the Crown in Criminal Sessions trials.

J.P.'s Representative. When Sir Joseph Kemp went on furlough, Sir Henry Pollock became Attorney-General. Unfortunately, Sir Henry had an accident which has confined him to his house. Mr. Alabaster's appointment is the sequel.

Accordingly, Sir Henry reverts to his status of Unofficial member of the Legislative Council. He is the senior Unofficial member but he took no part in to-day's Budget debate because of his injury. He is on leave of absence from the Council, his seat as nominee of the Unofficial Justices of the Peace of Hong Kong being taken, as has been done since Sir Henry became Attorney-General, by the Hon. Mr. C. G. S. Mackie.

as long as the Shing Mun project is not finished, a million gallons a day are running to waste because water is not carried across the harbour to the Island. To achieve this, there are two schemes:—

1.—To lay a pipe-line in a concrete trench under the harbour bed at a cost of \$2,000,000.
2.—To lay a pipe-line on the harbour bottom at a cost of \$300,000.

Even if the second scheme were adopted, scrapped after five years, the Unofficials still unanimously favour it. In spite of other advantages in the first scheme, they recommend the second because it entails less immediate outlay and brings relief more quickly.

By 1932-33, the quantity of water available from Shing Mun for the Island will be at least 4.25. Add to the Island's present capacity of 7.25, the supply will be 11.5, exceeding requirements which in 1931 (as per above) will be 11.2.

HANKOW EX-BRITISH CONCESSION

DIRECTOR "SACKED"?

'CHRISTIAN GENERAL'S' AGENTS BECOME ACTIVE

POSSIBLE NANKING FRICTION

Hankow, Yesterday. Dr. L. N. Chang, Director of the Special Administrative Area No. 8 of Hankow (formerly the British Concession) is reported to have been dismissed by the local Nationalist Government. A Mr. Hsi may be sent to take his place but it is not certain, under the terms of the Eugene Chen-O'Malley Agreement, that Mr. Hsi will be accepted as the new Director.

General Feng Yu-hsiang's emissaries are also said to be active in Hankow and the return to Hankow of General Pei Chung-

Yeo as follows:—

(A) that he on or about January 3, 1928, did forge a cheque dated December 30, 1927, purported to have been drawn upon the general account of the Government of Hong Kong with the Hong Kong and Shanghai Banking Corporation in favour of Katz and Co., for the sum of \$66,955.83;

(B) that he on or about January 4, 1928, did forge a cheque dated December 30, 1927 purported to have been drawn upon the general account of the Government of Hong Kong with the Hong Kong and Shanghai Banking Corporation in favour of Min Tak Co., for the sum of \$78,300.41;

(C) that he on or about January 5, 1928, did forge a cheque dated December 30, 1927 purported to have been drawn upon the general account of the Government of Hong Kong with the Hong Kong and Shanghai Banking Corporation in favour of Man Lee Co., for the sum of \$92,142.19.

The other three charges were that he uttered the three cheques mentioned in charges A, B and C, knowing them to be forged.

The Forged Cheques. In opening the case for the Crown, Mr. Hazelrigg said that on January 3, 4 and 5, 1928, three cheques, purported to have been drawn by the Hong Kong Treasury in favour of the three firms mentioned in the charges, were presented to the Hong Kong and Shanghai Bank through other banks. The total amount of these cheques was \$260,407.93. The

second reading of the Supply Bill was moved and passed in the Legislative Council to-day.

Estimated figures dealt with were as follows:—
Revenue next year . . . \$22,278,600
Expenditure next year 24,799,660
Excess of expenditure over revenue in 1929 2,521,060
Balance on Jan. 1, 1930 9,985,979
Liquid balance on Jan. 1, 1930 . . . 2,201,860

cheques were met by the Hong Kong and Shanghai Bank and debited to the account of the Government of Hong Kong. The signatures on the cheques purported to be those of the Colonial Treasurer and the Treasury Accountant, and it was the case of the Crown that those signatures were forgeries, and the prisoner was now being charged with forging and uttering those cheques.

Special Class Clerk. Prisoner, Mr. Hazelrigg said, joined the Government on September 1, 1926, in the name of Carvalho Yeo as a special class clerk with the salary of \$1,000 a year. He continued to serve at the Treasury up to the first week of January this year.

There was evidence which showed that from September 1, 1927, defendant had been making preparations for the perpetrating of the forgery of the cheques. On September 1, 1927, in the name of Yeung Tak, prisoner called on the agent of the principal tenant of the sixth floor of China Building and said that he was the manager of the Ming Tak Co., contractors; and that they wished to remove from Tsunatani to Hong Kong and take office in the building.

Offices Taken. Offices were let to the prisoner and on September 5 these were occupied, a paper sign with the name of Min Tak Co. being put up. About a month later two other signs—Katz and Co. and Man Lee Co.—were put up, along with that of the Min Tak Co. There was only one em-

ployee and that was an office boy, and no business was carried on.

Rent for the office was paid by the prisoner by cheques drawn on the account of the Min Tak Co., and was last paid by the prisoner on January 5, 1928, after which date he was not seen again in the office.

Accounts Opened. Having secured office premises, the prisoner proceeded to open accounts for the three firms in China Building with various banks. On September 2, 1927, giving the name of Chan Man-wai, the prisoner interviewed the manager and accountant of the Instone Banking Corporation and said that he was the manager of the Min Tak Co., coal contractors and merchants. He asked to be allowed to open a current account.

His application was accepted and prisoner paid in \$8,500 in notes and received paying-in and cheque books. He said that he would be the sole signatory for the firm, and the bank required a letter of authority. On the following day the prisoner presented a letter of authority bearing three Chinese names purporting to be the signatures of three partners of the Min Tak firm giving Chan Man-wai authority to sign for the firm.

Payments Made. During the remainder of 1927 two further payments were made to the Instone Banking Corporation for the account of the Min Tak Co. One sum of \$500 was in cash, and on October 23 a cheque drawn by the Man Lee Co., on the Equitable Eastern Banking Corporation was paid into the account of the Min Tak Co.

Seventeen cheques were drawn against the Min Tak Co.'s account up to the end of 1927. Two of these were in favour of Katz and Co., one of \$3,050.14 on September 14, and another for \$470 on November 14. At the end of 1927, the account of the Min Tak Co., showed a small credit balance. All the transactions of the firm were carried out by the prisoner in person.

"J. K. d'Almada."

(Continued on Page 14.)

YEO AGAIN BEFORE THE COURT

SIX CHARGES

LARGE SUMS INVOLVED IN ALLEGED FORGERY

TO-DAY'S PROCEEDINGS

Hearing was begun, by Mr. R. E. Lindsell, at the Central Magistracy, this morning, in the case in which Carvalho Yeo is charged in connection with the Hong Kong Treasury frauds in January this year. Mr. T. M. Hazelrigg, M.C., prosecuted for the Crown whilst accused was defended by Mr. C. A. S. Russ. Mr. F. C. Jenkin and Mr. D. J. Lewis were also present in Court, and in reply to the Magistrate, Mr. Jenkin said that he was instructed by Messrs. Johnson, Stokes and Masters to watch the case in the interest of the Hong Kong and Shanghai Banking Corporation.

There were six charges against Yeo as follows:—

(A) that he on or about January 3, 1928, did forge a cheque dated December 30, 1927, purported to have been drawn upon the general account of the Government of Hong Kong with the Hong Kong and Shanghai Banking Corporation in favour of Katz and Co., for the sum of \$66,955.83;

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"J. K. d'Almada."

(Continued on Page 14.)

RECORD HAUL OF OPIUM

30 CASES FULL

TAKEN FROM A DOLLAR LINER IN NEW YORK

BIG LIABILITY

New York, Yesterday. What Government agents declare to be the largest seizure of contraband opium on record was taken from the Dollar liner "President Harrison," which arrived here yesterday from a world tour. Over 30 metal cases full of opium were discovered hidden in a chain locker.

The value is estimated at \$1,500,000, and the Dollar Line is liable to a fine of \$600,000.—Reuter.

"AN OPEN MIND"

Govt. Reply on Water Question.

ANY "FORRADER"?

Following is the gist of the Colonial Secretary's reply to the water supply criticisms:—

Sanction has been received from the Secretary of State to proceed with the scheme for bringing water across the harbour from the mainland reservoirs and preparatory work is already in progress.

The Government preserves an open mind as to which of the two schemes will be adopted. Meanwhile work in common to both will be pushed on with the utmost vigour.

The Secretary of State is not unaware of the views of the Unofficials.

Detailed replies were also made to each point summarised in the "China Mail."

The Government also drew attention to the fact that while it would be possible to make an early start on the Aberdeen scheme, a good deal remains to be done before the Shing Mun second section can be put before the Secretary of State for sanction.

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(Continued on Page 14.)

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C.2560—No. 36, Tung Man Street.

PUBLIC AUCTIONS.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **TUESDAY**, the 9th day of October, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements				Contents in Sq. ft.	Annual Rental	Gross Price.
			N.	S.	E.	W.			
			ft.	ft.	ft.	ft.	About		
	New Kowloon Island Lot No. 1187.	Adjoining New Kowloon Island No. 1184, Shamshuipai.	As per sale plan.				652	0	1,450

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PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet	Annual Rent	Upset Price.
			N.	S.	E.	W.			
10	Kowloon Island Lot No. 2143.	Junction of Prince Edward Road and Nathan Road.	ft.	ft.	ft.	ft.	20,540	£ 838	44,837.50
11			Ac.	per	sq	plan.			

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **TUESDAY**, the 9th day of October, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rent or Upset Price.
			N.	S.	E.	W.		
			ft.	ft.	ft.	ft.		
10	New Kowloon Island Lot No. 1102.	Junction of Shau Kei Road and Shau Kei Nui Street, Shaukei Nui.	As	per	sale	plan.	5,614	40
							about	8,730

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M/V "TORONTO" Sails noon, 20th October

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M.V. "VIMINALE" Sails on or about 11th October
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M.V. ROMOLO Sails on or about 6th December

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

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M.V. "VIMINALE" Sails on or about 13th November
M.V. "ESQUILINO" Sails on or about 11th December

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TAIYO MARU Wednesday, 17th October.

TENYO MARU Tuesday, 30th October.

KOREA MARU Tuesday, 13th November.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

FUSHIMI MARU Saturday, 6th October.

HAKOZAKI MARU Saturday, 20th October.

SYDNEY & MELBOURNE via Manila & Port.

AKI MARU Wednesday, 24th October.

MISHIMA MARU (Calls Zamboanga) Wednesday, 21st November.

BOMBAY via Singapore, Penang & Colombo.

AWA MARU Thursday, 11th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

RAKUYO MARU Monday, 12th November.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.

KANAGAWA MARU Tuesday, 9th October.

NEW YORK AND BOSTON via PANAMA.

TOBA MARU Sunday, 21st October.

LIVERPOOL via Port Said, Genoa, Marseilles.

LIMA MARU (Calls Glasgow) Sunday, 21st October.

CALCUTTA via Singapore, Penang & Rangoon.

GENOA MARU Monday, 8th October.

TOKUSHIMA MARU Friday, 19th October.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Thursday, 18th October.

SHANGHAI, KOBE & YOKOHAMA.

TOYOOKA MARU Thursday, 4th October.

HARUNA MARU Monday, 15th October.

TSURUGA MARU Tuesday, 16th October.

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

ALASKA MARU Wednesday, 10th October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore,

Colombo, Durban & Cape Town.

LAPLATA MARU Friday, 26th October.

BOMBAY—via Singapore & Colombo.

SHUNKO MARU (Calls at Karachi) Thursday, 4th October.

BORNEO MARU (Calls at Penang) Friday, 19th October.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOMBASA—via Singapore and Colombo.

PANAMA MARU Thursday, 1st November.

CALCUTTA—via Singapore, Penang and Rangoon.

SEATTLE MARU Thursday, 25th October.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and

Japan ports.

ALABAMA MARU (from Kobe) Sunday, 7th October.

MELBOURNE—via Manila, Brisbane & Sydney.

BURMA MARU Monday, 8th October.

HAIPHONG—via Hanoi & Peking.

KENYON MARU Thursday, 11th October 10 a.m.

NEW YORK—via Japan ports, San Francisco & Panama.

ANDER MARU Saturday, 6th October.

KASADO MARU Wednesday, 10th October.

KEELUNG—via SWATOW & AMOY Sunday, 7th October, noon.

KISU MARU Sunday, 14th October, noon.

TAKAO—via SWATOW & AMOY Thursday, 4th Oct. Noon.

DEL MARU Thursday, 4th Oct. Noon.

TAKAO & KEELUNG Thursday, 4th Oct. Noon.

SOURABAYA MARU Wednesday, 17th October.

For further particulars please apply to—OSAKA SHOKUN KAISHA.

Tel. Central No. 4882/4883/4884.

M. TAKUCHI, Manager.

BUDGET DEBATE

(Continued from Page 2.)

received by some Unofficial members that the method adopted by the Government in issuing meters is far from being consistent; and not infrequently these complaints go so far as to allege that discrimination is shown—one applicant being granted a meter and another being refused a meter—for no ostensible reason. While we do not say that such complaints are well founded, we feel that, as they are made, a clear statement of the Government's policy in the matter would go far to reassure the public and remove any misunderstandings.

Disappointment.

Turning to revenue, I wish to draw Your Excellency's attention to an item in the Abstract of Revenue. This item is shown to have produced in 1927 the sum of \$655,684; is estimated to produce this year \$518,940; but is expected to yield not more than \$386,400 next year. Reference to the detailed sub-heads of the Draft Estimates elicits no explanation for this expected large decrease. We should be glad if Your Excellency could give us the reason for the big decline anticipated in 1929.

The approved estimate for 1928 for "Forfeitures" is given as \$60,000, while the amount inserted for next year is only \$30,000. We should also be glad if Your Excellency could give us an explanation for this 50 per cent. decrease.

Coming to expenditure, the Unofficial members are disappointed that the Government has not yet succeeded in filling the post of Malariologist. There is no need for me to dwell again upon the urgent need in the Colony for a specially trained malarial research officer, both for the valuable work he can do in combating the disease, and for the steps he can take in preparing an organised effort to eradicate it from the Colony. We trust that the Government will make every effort to secure the services of an expert, offering more attractive terms, if failure to fill the post has been due to lack of sufficient inducement.

"Dramatic Increase"

The Unofficial members have not only with pleasure that arrangements have been made whereby nursing sisters now have four clear days off duty in every month. The change and rest thus afforded will prove a welcome respite from duties that are nearly always arduous and are frequently extremely trying.

The increase in the number of bonuses for language study—nearly fourfold as compared with the 1928 Estimates—is gratifying evidence that more members of the Civil Service have been studying Chinese, and with successful results. Practical encouragement in the form of bonuses or allowances is therefore welcome.

"Stationery" shows an increase from \$60,000 in 1928 to \$95,000 for 1929. In the absence of any explanation for this big increase in the figures, the Unofficial members are forced to conclude either that the current year's expenditure has been badly under-estimated, or that the demand for stationery in Government departments has dramatically increased in one leap by 58 per cent. Perhaps there is another explanation which, attention having now been drawn to the matter, the Government may be pleased to vouchsafe.

Kai Tak Aerodrome

The Hon. Colonial Secretary, when speaking of Public Works Revenue—the annual maintenance charges—made the observation that during the past few years economy had been enforced to the lowest point consistent with efficiency. The Unofficial members are happy to add the tribute that, although working under this disability, the Public Works Department has succeeded in maintaining a high standard of efficiency in the maintenance and upkeep of public works, for which credit is due to the Hon. Director of Public Works and his hard-working staff.

The inability of His Majesty's Government to contribute more than \$100,000 towards the cost of the Aerodrome instead of paying three-fourths of the total cost is very disappointing to the community, after it had been told that the Secretary of State for the Colonies had actually proposed to the Imperial Treasury three-fourths of the cost as being its equitable share of the outlay.

\$57,000 for a Peak Road
Feeling that the Secretary of State would not have accepted this proportion as representing the Imperial Government's just obligation unless it had appealed to him as being eminently fair—as I may say it does to us—we earnestly hope that further strong representations will be made to the Imperial Government to increase its contribution to the full three-fourths. The Aerodrome, while it will be a valuable local asset, will be a still more valuable Imperial asset as a vital link in the communications of the Empire.

I now come to "Public Works Extraordinary." Although the Colony has reached the point where it is necessary to draw upon our reserve in order to finance many of the

works, the Unofficial Members consider that this step is justified. They also consider that the works selected to be carried out represent, on the whole, those that really need doing first.

"Ubiquitous" White Lines

I am, however, to say that we cannot support the road to Mountain Lodge, \$87,000. The Hon. Director of Public Works has explained this item by stating that the road would be graded to allow for motor traffic, thus providing an approach to Mountain Lodge, the wireless station, and houses on private property in the vicinity. We feel that we cannot approve the proposed outlay because, so far as we can see, to grade the present road, which is too narrow for motor traffic, would be a useless expenditure of money unless the road were at the same time widened, which in turn would involve an additional expenditure far beyond a point we think we should be asked to condone in the present straitened times. Without the road being widened as well as graded we cannot see how a motor-car can use it and not be a danger to pedestrians, however ingenious the Traffic Department might be ready to prove itself in decorating the roadway with the now ubiquitous white lines.

Mid-Levels.

To our mind there is another road which seems in far greater and more urgent need of improvement than the road to Mountain Lodge. I refer to the Mid-Level motor road from Conduit-road to Marble Hall, which would have been continued but for the financial stringency resulting from the strike and boycott. It should now be extended, so that reader access may be given to the houses on the May-road level. We have received a representation from the Mid-Level Residents' Association invoking our assistance in urging upon the Government the need for carrying out this work, the estimated cost of which, we understand, is less than \$200,000; and we must say that we sympathise with the request, especially as in a letter dated May 26, 1928, to the Association, the Hon. Director of Public Works definitely stated that the work would be "included in the 1929 draft Estimates." We hope that the matter may be given early consideration.

Special Motor Permits

While still upon the subject of roads we should like to refer to the present system of issuing special permits granting the right to certain owners of motor-cars to use thoroughfares otherwise closed to motor traffic. Instances have been brought to our notice where, the road being both steep and narrow, no such permits should have been issued; instances have also been given where, for the same reasons, no permits should have been issued for a big car where only a small car might proceed with some safety, if carefully driven. These facts, so little consistent with public safety and the rights of pedestrians, apply more particularly to the higher levels. We appreciate the necessity for allowing motorists all reasonable facilities, but we feel that in future, having due regard for public safety, great care could be exercised, when permits are applied for, to see that the road can really take such special motor traffic without danger, and also that special regard will be paid to the size of the car for which a permit is being sought. We would go even further than this, and advocate that permits already issued should be withdrawn where revised opinion—particularly in the matter of size of cars—leaves any doubt as to the safety of pedestrians using the same thoroughfares.

Refuse & Pollution.

With reference to the present method of disposing of the City refuse, we would urge the Government to keep in view the scheme of having the work done by incinerators in the near future. When refuse is dumped into the sea, despite every care to ensure that none returns to the harbour, it has a way of drifting back in quantities, not only to the inner harbour but also to the foreshores of the neighbouring islands, notably Lantau and Lamma Islands, thereby assisting to pollute the waters of the harbour and to disfigure the foreshore, to the detriment of the health of the boat-people and bathers. The question of providing the Colony with refuse destructors has been under consideration for many years, and one of the arguments raised some years ago against the proposal was the great distance the old bullock-carts had to travel with their loads of refuse to the outskirts of the town. This argument no longer obtains to-day as the modern motor-lobby has replaced the antiquated bullock-carts. We cannot now see any other reasons for rejecting the scheme when, in point of fact, destructors are being used with complete success by most of the great cities of the world, including our near neighbour Singapore—Hong Kong—which usually

prides itself on keeping pace with the march of progress, is sadly behind the times in this respect.

Markets.

The unofficial members are glad to see that the Government has decided to proceed with the construction of the Saiyingspun Market. Although the sum required for this work is a large one, we consider that the market is needed to meet the requirements of the growing population in the western district. Moreover, the market is a remunerative undertaking which will pay for itself in due course through the rentals derived from the stalls.

The Unofficial members are also glad to observe that provision has been made for filling in certain mosquito-breeding spaces at Kowloon. This important work should be proceeded with, without awaiting the arrival of the Malariologist.

A sum of \$20,000 is inserted for the supply of filtered water to the Dairy Farm lots on Diamond Hill. This provision has our approval; but some of my colleagues desire to be informed why regard has not been paid to similar requests of the Dairy Farm Co. for their lots at Pokfulam.

Buildings and the Railway

The Hon. Colonial Secretary in his Budget speech at the last meeting stated that the erection of more new buildings for the accommodation of Government offices has become a matter requiring early and anxious attention. The Unofficial members venture the suggestion that a careful and intelligent re-arrangement of the present accommodation in certain departments may make it unnecessary to embark upon the provision of more permanent Government office buildings for some time to come.

Last year we expressed our satisfaction at the friendly co-operation existing between the British and the Chinese sections of the Kowloon-Canton Railway. This year we have pleasure in noting that the co-operation still continues, a graceful example being the tangible assistance given to the Canton section by the Hong Kong Government, to which the Hon. Colonial Secretary made reference at the last meeting of this Council.

Police Upkeep

Returning to the broader aspects of the Budget, I am to say that the Unofficial members applaud the Hon. Colonial Secretary's dictum that this is no time for extravagance in expenditure. Although our financial position is expected to be much better at the end of this year than it was anticipated it would be when the 1928 Estimates were framed twelve months ago, we must not forget that we have still to draw heavily upon our surplus balance. Expenditure has an uncanny way of expanding. Unless the closest watch is kept, it simply grows and grows.

Even the saving in the Police Department, to which the Hon. Colonial Secretary referred with some satisfaction, when closely examined, is found to be no real saving at all. The total figure for the Department certainly does show a decrease amounting to \$44,765, but it has to be noted that this decrease is due, not to the regular annual charges being any smaller for 1929, but simply to the fact that the requisitions of the Department

(Continued on Page 8.)

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SAILINGS 1928.		Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Arrive	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10	Nov. 10
EMPRESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24	Nov. 24
EMPRESS OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15	Dec. 15
EMPRESS OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26	Jan. 26
EMPRESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9	Feb. 9
EMPRESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2	Mar. 2
EMPRESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23	Mar. 23
EMPRESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Mar. 37	Mar. 37
EMPRESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27	Apr. 27
EMPRESS OF RUSSIA	May 3	May 6	May 9	May 11	May 20	May 20
EMPRESS OF ASIA	May 15	May 18	May 21	May 23	June 1	June 1

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HONG KONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Oct. 16	Oct. 18	EMPRESS OF RUSSIA	Oct. 19
Oct. 20	Nov. 1	EMPRESS OF ASIA	Nov. 2

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OCTOBER.
MON. 8th WED. 24th
SUN. 14th MON. 25th
FRI. 19th

S.S. "TAI MING"
[849 tons—Capt. G. J. Spink.]

OCTOBER.
SUN. 7th MON. 22nd
FRI. 12th SUN. 23rd
WED. 17th FRI. 2nd

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BOSTON, NEW YORK & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF WELLINGTON" via Suez Canal 5th October.

S.S. "CITY OF KHIOS" via Suez Canal 28th October.

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*KHIVA	9,195	27th Oct.	Marseilles, London & Hull.
*KIRZAPOR	6,745	1st Nov.	Straits & Bombay.
*KIDDERPORE	5,834	10th Nov.	Straits, Bombay & Karachi.
*MACEDONIA	11,120	18th Nov.	Bombay, Marseilles & London.

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TALAMBA	8,018	13th Oct.	Singapore, Penang & Calcutta.
*TALMA	10,000	27th Oct.	Singapore, Penang & Calcutta.
*TAKLIWA	7,936	7th Nov.	Singapore, Penang & Calcutta.
*CANARA	6,012	15th Nov.	Singapore, Penang & Calcutta.

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ARAFURA	6,000	2nd Nov.	Manila, Port Holland, Sandakan.
TANDA	6,000	27th Oct.	Thursday Island, Townsville, Bris-
ST. ALBANS	4,500	28th Dec.	band, Sydney & Melbourne.
ARAFURA	6,000	1st Feb.	

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SAILINGS TO SHANGHAI & JAPAN.

ARAFURA	6,000	12th Oct.	Moji, Kobe, Osaka & Yokohama.
MACEDONIA	11,120	28th Oct.	Singapore, Penang, Kobe & Yokohama.
*KIDDERPORE	5,834	12th Oct.	Moji & Kobe.
*JEYPORE	5,818	14th Oct.	Shanghai, Kobe & Yokohama.

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S.S. "AGAFENOR"	Via Suez Canal	17th Oct.
S.S. "CITY OF RHOS"	Via Suez Canal	28th Oct.
S.S. "PYRRHUS"	Via Suez Canal	16th Nov.
S.S. "CITY OF PERTH"	Via Suez Canal	30th Nov.

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A REVOLUTION!

LOCOMOTIVE TO BURN OIL
COAL

BIG REDUCTIONS

London, Yesterday.
A locomotive, designed to burn both oil and coal has been built by the firm of Kitson, at Leeds, and is being subjected to tests on the London and North Eastern Railway at Darlington. The engine is stated to be capable of high speeds and of reducing fuel costs by 60 per cent. Mr. Kitson Clarke, Managing Director of the firm, states that the principle of the interest combustion engine applicable to railway engines is being tried out. The engine evolved has pulled a train up to 400 tons. If the experiments are completely successful, he adds, we shall witness the greatest revolution in locomotive traction since Stephenson invented the first steam engine. — British Wireless Service.

U.S. POLITICS

HIGH PRESSURE METHODS
AND PRESIDENCY

TUNNEY'S CABLE!

New York, Yesterday.
That high pressure methods by the political campaign managers to influence voters are coming into the presidential election is evidenced by the publication of a cable to Tunney from Rome to the Democratic National Committee expressing best wishes of success to Governor Smith.

The Republican Committee countered with a telegram from Lindbergh to Hoover declaring that he flew to his home in St. Louis to register as a voter because he believed the success of the Republican candidate was "supremely important" to the country. — Reuter's American Service.

U.S.A.'S GOLD

A BILLION DOLLARS IN
EXCESS

HOW 1/2 BILLION WENT

New York, Yesterday.
In an address to the American Bankers' Association Mr. Curtis Young declared that the United States had lost half a billion of dollars' worth of gold to the rest of the world last year. The loss was desirable, because the recipients of the gold used it as a basis of their monetary reconstruction and it removed from foreign trade with the United States risks arising from unstable exchanges and disorganised conditions among its foreign customers. Mr. Young added that the United States' gold reserves at present amounted to a billion dollars in excess of legal requirements. — Reuter's American Service.

NAVY MANOEUVRES

2ND NATIONALIST SQUADRON
"IN ACTION"

A BRITISH-TRAINED ADMIRAL

Reuter's correspondent aboard the Chinese flagship "Chu Yu" off Nanking, sends a very interesting account of the opening on Oct. 1 of the eight day naval manoeuvres by the 2nd squadron of the Chinese Navy under the British trained Admiral Chen Shao-kwan, in which the fleet is undergoing a rigorous inspection, and also carrying out target practice in battle formation, landing and anti-aircraft and anti-submarine defence.
After a salute to the late Dr. Sun Yat-sen's portrait and the reading of his will, the Admiral thoroughly inspected each ship, after which physical drill, fire drill, and collision drill were carried out, followed by the ships clearing for action and carrying out a mock battle, including anti-aircraft tactics.
Admiral Chen Shao-kwan then delivered a speech pointing out the necessity of building up a strong and efficient navy for China, adding that the Nationalist Government was planning to make Shanghai, Ningbo, Sound, China's biggest naval base and to establish a modern naval academy there. — Reuter.

N. Y. JOURNALIST

EDITOR OF "WALL-STREET
JOURNAL" PASSES AWAY

New York, Yesterday.
The death is reported from Battle Creek, Michigan, of Mr. Clarence Walker Barron, Editor of the "Wall Street Journal." — Reuter's American Service.

A violent thunderstorm broke over Boston on a day when the Queen was passing through the town in her way to the home of the well-known local politician.

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NOTICE TO CONSIGNEES.

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THE Steamship
"CITY OF RHOS"
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Godowns of the Holt's Wharf,
whence delivery may be obtained.
Consignees also are notified that
before Bill of Lading will be counter-
signed, signature to General
Average Bond is required and a
deposit of 4% made as contribution
to General Average.
No claims will be admitted after
the Goods have left the Ship's
tackle &/or Godowns and all goods
remaining undelivered after Mon-
day, 8th October, 1928, will be sub-
ject to rents.

All claims against the Steamer
must be presented to the under-
signed within 10 days of Steamer's
arrival, otherwise they will not be
recognised.

All broken chafed and damaged
goods are to be left in the Go-
downs, where they will be examin-
ed on Tuesdays and Fridays at 10
a.m. within the free storage pe-
riod.

No insurance whatever will be
effected.
Bills of Lading will be counter-
signed by

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General Agents.

Hong Kong, 3rd Oct. 1928.

MOVEMENTS OF STEAMERS

The Ben Line s.s. "Benmacduh"
from Middlesbrough, Antwerp, Lon-
don and Straits left Singapore for
this port on Sept. 30, and is due to
arrive here on Oct. 6.

The Ben Line s.s. "Benreoch"
from Europe, Straits and Philip-
pines is due to arrive here on Oct.
12.

The C.P.S. R.M.S. "Empress of
Russia" left Vancouver for Hong
Kong via Japan ports and Shang-
hai, on Sept. 27, and is due here
on Oct. 16. She will sail for
Manila on Oct. 16 at 5 p.m.

WAR ECHO IN NORTH

Shanghai, Yesterday.
The "Kuo Min" news agency
states that General Fong Chei-wu
has been instructed to prepare to
advance on Jehol with the 4th Na-
tionalist army corps and later to
Kupchikow, Welyao and Miyun to
carry out a campaign against Gen-
eral Tang Yu-lin, the tutung of
Jehol appointed by the former
Northern Government. — Reuter.

Mr. R. W. Cave, official receiver
in bankruptcy at Newcastle-on-Tyne,
has been appointed official receiver
at Brighton in succession to Mr.
James Allcorn, who has been ap-
pointed to Liverpool.

President Liner
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Pres. Taft	Nov. 6th.
Pres. Jefferson	Nov. 20th.

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Pres. Jackson	Oct. 30th.
Pres. McKinley	Nov. 13th.
Pres. Grant	Nov. 27th.

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Pres. Hayes	Oct. 7th 8 a.m.	Pres. Garfield	Nov. 18th 8 a.m.
Pres. Polk	Oct. 21st 8 a.m.	Pres. McKinley	Nov. 5th 8 p.m.
Pres. Adams	Nov. 4th 8 a.m.	Pres. Harrison	Dec. 2nd 8 a.m.
		Pres. Monroe	Dec. 16th 8 a.m.

To Manila

Pres. Madison	Oct. 9th 6 p.m.	Pres. Taft	Oct. 27th 6 p.m.
Pres. Pierce	Oct. 18th 6 p.m.	Pres. McKinley	Nov. 5th 6 p.m.
Pres. Jackson	Oct. 23rd 6 p.m.	Pres. Jefferson	Nov. 10th 6 p.m.

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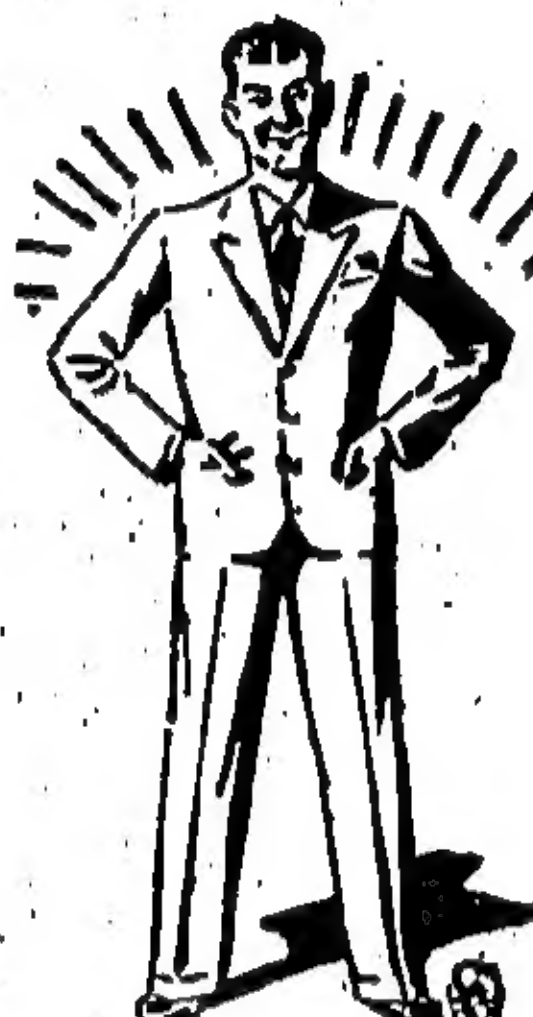
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Overland China Mail.

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Strand, W.C.2.

Hong Kong, Thursday, Oct. 4, 1928.

SEEKING THE SPECTACULAR

By reason of the constitution of our Legislative Council the Unofficial speeches in the Budget debate have always been, and must be, unanimous in a general sense. At this afternoon's meeting, on one point, they were dangerously unanimous. The point was the Colony's water supply. The Hon. Dr. R. H. Kotewall put the case in a nutshell. After emphasising that the water supply problem was the most important one that faced the Colony he added: "complaints this year have been particularly bitter... the feeling of the people is not improved." He put the case in a nutshell because he struck what is the popular note. The temper of the people is not improved, nor can be improved, until adequate provisions on a most vital point are made. He did not draw any harrowing pictures of Hong Kong's Water Riots, not impossible happenings, but he said enough to indicate the way the wind might blow.

In the matter of the water supply the Unofficials have made it plain that they favour the Shing Mun Valley scheme, with the accompanying pipe line. This information has only just been divulged although it must have been known to Government some three months ago; at least when that mysterious cable was sent. Home, the reply to which was received in the Colony some days ago. This cable, or rather the reply, will be touched upon below. In regard to the pipe-line, it is gratifying to read, in view of our constant advocacy of a Harbour Tunnel, what the Hon. Sir Shou-son, Chow, had to say

about the scheme. His words were: "Even if it (the pipe-line) had to be scrapped after, say, five years... This tends to the belief that we have at least one intelligent supporter in sufficiently close touch with the Government to hope for a consideration of the Tunnel which will be so obviously necessary in a few years."

Even now—coming to that cable and the Home reply—it strikes us that the Government is not really alive to the importance of the water supply problem. The reply was received in the Colony some time before Monday morning last, yet H.E. the Officer Administering the Government has thought fit to delay its publication until this afternoon. It is understood he particularly desired to make it known in Council. Why? A matter of this urgency should have been accorded the earliest and fullest publicity, among both the European and Chinese communities.

A question such as our water supply has passed the spectacular stage; an official communique should have been issued broadcasting the Home Government's reply to a point which has sorely tried the public mind and temper. These lines have been written as the Council is about to settle to its deliberations, so we do not know, at the moment, what—if any—excuse the Officer Administration gave for holding back this momentous reply! At this stage we can only hope it was—if any—a satisfactory one.

Sookumpoo To-night

To-night, all roads in the Colony will lead to Sookumpoo—the Tattoo—being the magnet to attract the thousands of residents who are expected to be present as spectators at the opening performance. There are good grounds for believing that the Tattoo will be an unqualified success from every point of view, and everybody, of course, hopes that it will be. Any amount of really hard work, and perhaps not a little worry, have been entailed in the matter, for the planning of such a spectacle as a Tattoo is no ordinary undertaking, particularly when fresh programmes have to be presented on three successive nights. The affair has engaged the very serious consideration of a large body for a considerable time, and what with meetings, rehearsals, etc., the amount of work involved has been enormous. If for no other reason that is why all must wish the Tattoo to be a complete success and regard it as an individual as well as a collective matter to make it so. The spectators will in no way be disappointed; rather will they be very much impressed and thrilled, for such a military spectacle is no ordinary entertainment. On all three evenings the programme will be different but

it will be equally impressive. Therefore, we hope that thousands of spectators will "roll up" to Sookumpoo to-night, to-morrow or the following night—and on all three nights if they feel so disposed—and not allow anything else to stand in their way. Very large audiences are absolutely essential to the Tattoo's complete success. We feel sure that the cosmopolitan population of Hong Kong will rise nobly to the occasion.

A large quantity of arms was discovered in a house at Caine-road early this morning, after a raid carried out by the police. Investigations are proceeding.

A marine broker with premises at No. 930 Canton-road was, this morning at the Kowloon Magistrate's, fined \$50 for carrying on business without a police licence. Defendant pleaded guilty.

A case containing medical instruments and phials of poisons is reported by Dr. Dovey as having been stolen from his car when parked outside his residence at Armament Buildings on Tuesday evening.

The Hong Kong Amateur Dramatic Club's programme for the coming season will open with Ian Hay's Racing farce, "The Sport of Kings." The play is in active rehearsal and the first performance will be given about the middle of November.

In commemoration of the anniversary of the Portuguese Republic, on October 5, the Consul-General for Portugal will receive local officials, all friends and the Portuguese community at the Club Lusitano from 11.30 a.m. to 12.30 p.m. on that day.

Continuing to draw excellent houses at the World Theatre, "What Price Glory," the big picture starring Victor McLaglen and Dolores Del Rio, will be shown until Saturday. Owing to the unusual length of the film, performances commence promptly at the special times of 2.30, 5.00, 7.15 and 9.30.

Mr. Gibbison reports that while driving along Castle Peak-road on public motor car No. 219, at 11 o'clock last night the car collided with a tree at the side of the road. Mr. Normington, who was seated next to the driver, was injured by the broken glass of the screen and was taken to Kowloon Hospital.

The manager of the Fook Wan Banking and Insurance Company, Ltd., of Bonham Strand was summoned for erecting a wooden shed on Lot No. 1618 Reclamation-street, without the permission of the building authority. Mr. W. Schofield, Kowloon Magistrate, yesterday made an order for its demolition.

Included in the local news reel, which is being screened at the Queen's Theatre during each performance from to-day to Saturday, are some excellent views of the recent wedding in Hong Kong of the Hon. the Master of Napier and Miss Muir Newton. The big picture is "Two Lovers," which marks the final appearance together of Ronald Colman and Vilma Banky.

To commemorate the coincidence of the Chinese National Holiday and Confucius' Birthday falling on the same day (October 10) this year, the Yuen Chung King College, 38-40 Caine-road, has booked the Ko Shing Theatre, Queen's-road West, to present a celebration programme, beginning at 11.30 a.m. The various displays of the girl students will be followed by a Chinese drama acted by the Ko Shing Lok troupe.

An inquiry held yesterday into the death of a coolie employed by the Dairy Farm Company, was adjourned. Mr. R. E. Lindsell, as Coroner, heard evidence from Dr. A. Cannon, Government Medical Officer in charge of Victoria Mortuary and from the driver of a "bus." It was revealed that the deceased died from injuries received through being run down by an Aberdeen motor bus on the Pokfulam-road, at a spot about 200 yards to the west of the University.

Owing to one of the witnesses for plaintiffs breaking down in cross-examination, judgment for defendant was given by Mr. Justice Jackson, in the Summary Court this morning, in the case in which Chan Mul, stevedore of the s.s. "Chung Kong," was sued by the Wing Cheung firm, paper merchants of No. 79, Queen's-road West, for \$278.40 for goods alleged to have been sold last December. The defence was that the purchase of the sacrificial paper was made on behalf of a principal, the Him Lung firm of Haiphong, which was known to plaintiffs. Mr. W. D. Owen was for plaintiffs and Mr. F. X. d'Almeida for defendant.

CORRESPONDENCE.

THE PEAK TRAM

(To the Editor of the "China Mail.")
I was at the Peak Tram, Top Station, this morning at 7.38 a.m., intending to catch the 7.45 a.m. Tram. At 7.50 a.m. a car moved off empty and from time to time, to 8.15 a.m., the cable moved and stopped. During the whole of the time no notice was displayed, no European appeared and no other person, Indian or Chinese, could give in any language, an explanation as to what was happening.

I venture to suggest that a Public Utility Company which has repeatedly increased its fares in recent years and has, so I understand, been subsidised by the Government, should treat its customers with a little more respect.

I asked employees these questions: (1) At 8 a.m. to Indian "You think so car can go ten minutes?" Answer—"Yes, five ten minutes." (2) At 8.15 a.m. to Chinese—"You think so car go one two hours?" Answer—"Yes, may be one, two hours."

What a Company!

Further comment is needless and, I suppose, useless! But it seems to me that the least such a company can do is to put up a notice explaining what is going on or off, and giving some indication as to when it is hoped the company can fulfil its legal contract to carry passengers again.

Yours, etc.,
WORKER.
Hong Kong, Oct. 4.

RATIONALISM & GOVERNMENT SERVANTS

(To the Editor of the "China Mail.")

Sir,—The Rev. J. Kirk Macdonald's speech at the Union Church Lecture Hall on Wednesday is worthy of comment.

That Rationalist propaganda should make his blood boil is only to be expected and is not a matter of great public interest. But it is somewhat surprising that he should say that, never before had he lived in a place where men who ate the salt of the King of a Christian country thought it their business to push forward anti-Christian propaganda in public.

Where has he been living all his life?

In England there have been several prominent members of the Rationalist movement who ate the salt of the King. Lord Morley, for example. There are numerous Scotsmen who are both government servants and active rationalists—Has the Rev. J. Kirk Macdonald ever lived in Scotland?

Government Servants in this Colony and at home are not required to subscribe to any particular religious dogmas as a condition of employment, and if they are of the opinion that Christian propaganda in China is useless or harmful—an opinion which is very widely held—Why should they not be allowed to say so in public?

The phrase "in public" is perhaps the most surprising part of the whole statement. Does the Rev. gentleman wish to suggest that he would prefer rationalist government servants to be anti-Christian only in private and hypocritically pro-Christian in public. Does he not like honest opponents?

Yours, etc.,
PETERINE,
Hong Kong, Oct. 4, 1928.

A MISPRINT

(To the Editor of the "China Mail.")

Sir,—May I draw attention to a misprint which occurred in the "China Mail" last night, which, if not corrected, might cause some misunderstanding amongst your readers.

An item referring to the Christian Science Parent Church was credited to "The Christian Science Monitor." However, I wish to state that the item in question was never published in "The Christian Science Monitor," and in fact has absolutely no connection with this well-known international daily.

For the benefit of your readers I submit the information that certain groups apart from the Christian Science movement as founded by Mary Baker Eddy, also use the name of Christian Science. The Christian Science Parent Church is one of these groups and has absolutely no connection with The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts, of which First Church of Christ, Scientist, Hong Kong is a branch.

Yours truly,
W. H. Adler,
Christian Science Committee on Publication.
Hong Kong, Oct. 4, 1928.
[The item referred to above was from the "Christian Science Watchman," the organ of the Christian Science Parent Church, and not the "Christian Science Monitor" as stated.—Editor.]

THE GRAND TATTOO

OFFICIAL ADVICE TO SPECTATORS

TRAVEL ARRANGEMENTS

Members of the public attending the Grand Tattoo at Sookumpoo to-night who have not booked their seats must now buy them at the ground, as booking for the Tattoo to-day closed at twelve noon. This has been necessary in view of the fact that the seats sold by the four booking offices must be checked up to see what seats will be available for to-night's show at the ticket boxes on the ground.

Advance booking for to-morrow night will close at noon to-morrow, after which tickets for that night must be bought on the ground. The same will apply on Saturday, booking closing at noon on that day.

Those wishing to get seats for to-morrow night and Saturday can still do so any time up to twelve noon on the day they wish to see the Grand Tattoo. Seats are sold at the Y.M.C.A., Kowloon, Messrs. Mottricks, the Sincere Company and the Wing On Company.

Decorated Tram Car.

To-day a decorated and illuminated tram car of Hong Kong Tramways, Limited, was running through the streets of the city advertising the Tattoo. Strikingly decorated in red, white and blue, little can be seen of the single deck car on which is prominently displayed the Tattoo emblem and neat advertising signs. To-night the car will be lit up with red, white and blue lights and will run from one end of the city to the other. The driver and conductor of the car are arrayed in period uniforms, the whole being a novel and well conceived advertising display.

The Tramway Company announces that between 6.50 p.m. and 8.30 p.m. on each night of the Grand Tattoo an intensive service of cars will be run from the city to Sookumpoo at intervals of about 50 seconds. At the close as many cars as possible will be parked alongside the Polo Ground in addition to a frequent service round the usual loop at Causeway Bay terminus.

The Hong Kong Hotel Garage will run a continuous bus service to the Tattoo ground, starting from Blake Pier at 7 p.m. and from Caroline-road after the Tattoo. The fare will be ten cents.

Motor Parade

All vehicles are to assemble at the entrance of Lee Gardens, on the Caroline Hill side, at 8 p.m. on Friday, the 5th instant. Drivers should be instructed carefully and promptly to carry out instructions conveyed to them from time to time by officials of the Automobile Association. The space between each car will be ten yards and drivers must keep station. The Pilot car will set the pace and all cars must keep in line and take corners as instructed; taking care to keep off all parts of the Arena which are preserved.

The grounds of Lee Gardens will be available all day on Friday to complete decorations. The Parade actually starts on to the Arena at 10 p.m. but as the cars must be got into line and final adjustments made some time before, it is absolutely necessary to arrive not later than 8 p.m. Ladies participating should arrange to join their respective cars at Lee Gardens entrance not later than 8.30 p.m.

Tram Services

As advertised, the Hong Kong Tramways Ltd., are making special processions to cope with traffic to and from Sookumpoo.

GIRL'S SWIM

DOVER-RAMSGATE: 20 MILES IN 7 1/4 HOURS

Miss Beatrice Spears, aged 17, of Deal, last month swam from Dover to Ramsgate—20 miles—in 7 hours 15 mins.

Although this time is an hour longer than that taken by some older and more expert swimmers, such as Miss Lilly Smith, Mrs. Corson, of America, and Mr. Frank Perkins, of Birmingham, Miss Spears' achievement is remarkable. She entered the water at the Eastern breakwater at 9.32 a.m. The sea was then smooth, and only a light south-west wind was blowing. But when she was passing Kingsdown, the wind had shifted to north-west and increased, making the sea choppy. On passing Deal Pier at 12.40 p.m. she was cheered by a number of people on the pierhead.

The long swim from Deal Pier across Sandwich and Pegwell bays was finely negotiated, and despite broken water near Ramsgate, Miss Spears swam pluckily through it and waded ashore at 4.47. She was heartily cheered by a large crowd.

On landing at Deal, Miss Spears said it was her intention to attempt the Channel swim before this season closes.

UNION CHURCH

VALEDICTORY TO THE REV. J. KIRK MACONACHIE
A PRESENTATION

The Rev. J. Kirk Maconachie, Pastor of the Union Church, Kennedy-road, and his wife, who are shortly going home after fifteen years' work in the Colony, were the recipients of a beautiful silver kettle, on a stand, as a parting gift from members of the congregation and others, last evening.

The presentation, which was made by Mr. M. F. Key, took place in the Union Church Lecture Hall, Kennedy-road, in the presence of a large gathering, which was presided over by the Rev. J. H. Johnston, Minister of the Union Church, Kowloon.

Among those present were His Lordship the Bishop of Victoria, Miss Davies and the Rev. H. R. Wells (London Mission), the Rev. F. C. Knight Anstey (Westleyan Minister), the Rev. H. V. Koop, the Rev. G. F. Stopford, C.F., the Rev. P. W. Alexander, C.F., and the Rev. Frank Short, in addition to members of the governing body of St. John's Cathedral and a large number of Union Church adherents.

Mr. Maconachie's Ministry

The proceedings were opened by the Chairman who, in a lengthy speech of appreciation of Mr. Kirk Maconachie's work in the Colony, said that Mr. Maconachie's ministry in Hong Kong began on March 30, 1913, and closed on September 30, 1928, having lasted exactly fifteen years and a half. Thus the Ministry just closed has surpassed in duration all preceding ones since the Church became self-supporting. Not only so but, in that period, Union Church touched a height of prosperity far above the highest reached before, as indicated by the number of seatholders and the amount of the current income, while the pulpit attained a breadth of influence quite unique.

That the abounding prosperity of the Church was closely connected with the general prosperity of the Colony, none recognised more clearly than Mr. Maconachie, who likewise foresaw that the conditions were too favourable to last, and that a period of financial depression was liable to follow, for which provision should be made. The beautiful organ installed in 1917, when the tide of prosperity was rising; the magnificent Three-quarter Century Fund of \$40,000, created while finances were at their height; in 1919; and Union Church, Kowloon, founded in 1924, before the depression was seriously felt, remain lasting memorials to Mr. Maconachie's success, his foresight and prudence, his power of initiative and tenacity of purpose, his breadth of outlook and wise statesmanship. Future generations, in Hong Kong and Kowloon, will still rise up to bless the name of Mr. Maconachie. (Applause.)

Mr. Maconachie's Influence

To Mr. Maconachie are also due the generous gifts of Sir Paul Chater, both to the mother and the daughter Church. Indeed there is reason to believe that all the liberal benefactions to the Churches in the Colony which distinguished the closing years of Sir Paul's remarkable career, may have been prompted by a sermon of Mr. Maconachie's.

The influence of Union Church pulpit during the past 15 years is something which cannot be calculated, but which has certainly been immense. Within that period fell the Great War, with all its vicissitudes from first to last, and all the profound and varied emotions which were stirred and all the unprecedented situations and peculiar problems which arose. At such a time a preacher is severely tested, but Mr. Maconachie rose to the full height of his opportunity. Many have told me that, through those months and years of tension and of awakened communal feeling, his voice sounded out from week to week with a truly prophetic ring.

It would be impossible to enumerate all the benevolent activities in which Mr. Maconachie has taken part, often a leading and controlling part, such as the Hong Kong and New Territories Evangelisation Society, War Charities, Hospital Committee, German Missions Trust, Y.M.C.A., etc. His connection with the Scottish Volunteers and the St. Andrew's Society has been commemorated elsewhere. (Applause.)

Church Constitution

Mr. Maconachie has enjoyed a wide and well deserved popularity, but popularity is not incompatible with loneliness, for while it is easy to find a thousand who are ready to be amused with a humorous story, it is hard to find one who will co-operate in a high spiritual aim. The misfortune is that this inevitable spiritual isolation was aggravated by the defective constitution of Union Church which seems to have been framed rather to curb the Pastor and keep him in restraint than to give scope to his efforts and establish his authority. I refer to this deliberately because I hope a better situation will be created for his successor.

Mr. Maconachie has likewise experienced a sense of isolation, as being for the most of the time practically the only representative of the Free Church Ministry, a great change for him after being the secretary of the Manchester District Free Church Federation. Although well able to stand alone and to defend himself and his cause, Mr. Maconachie is the soul of friendship and therefore all the more hearty was the welcome he gave to me as a colleague, and very kind has he been to me ever since I came.

Mrs. Maconachie

And we are losing another kindred spirit in Mrs. Maconachie. If I have spoken of isolation, it was an isolation always qualified by that sympathetic presence. Mrs. Maconachie has always seconded her husband's efforts with ability and grace and with plenty of initiative of her own. And so we are gathered to-night to pay a final tribute of thanks to them both for their presence and help during these 15 years and to wish them every good wish for days to come. (Applause.)

The Bishop's Tribute

The Bishop said he was sure they would agree with him that what had been said about Mr. Maconachie's influence reaching far beyond the church was not in any degree exaggerated. He (the Bishop) had been in Hong Kong for eight years during which time he had been closely associated with Mr. Maconachie. Referring to his impending departure, his Lordship said "As the time of his departure has been drawing nigh, my own heart has been sad again and again."

Continuing, his Lordship remarked that among the characteristics he had found in Mr. Maconachie were big mindedness, unscrupulous fair mindedness and the true spirit of comradeship and friendliness. Talking from his heart, he was taking leave of one who was a colleague, a friend, and one whose judgment had been of great help on many occasions. Wherever Mr. Maconachie went he would have a wide and beneficial influence.

Other Speakers

Others who spoke were Mr. T. Mitchell, Chairman of the Committee, Miss Davies, who expressed the regret of the London Mission at the coming departure of Mr. and Mrs. Kirk Maconachie, and the Rev. Alexander, C. F., who expressed the appreciation of the K.O.S.E.

The Presentation

Mr. M. F. Key, secretary of the Church Committee, asked Mr. and Mrs. Maconachie to accept the gift of the silver kettle and a cheque to which he mentioned, members of the Church, both in Hong Kong and on leave, had subscribed as well as others in the Colony who were not connected with Union Church.

The present bore the following inscription "Presented to the Rev. J. Kirk Maconachie and Mrs. Maconachie by members and friends of Union Church, Hong Kong, as a token of affectionate regard—1913—1928."

Mr. Maconachie's Speech.

In acknowledging the gift, Mr. Maconachie said he could present a claim, which he was sure would be honoured, on the sympathy of the meeting. Never in his life had he heard his name spoken so often within such a short time (laughter) and referred to in terms of such generous appreciation.

Though he had just arrived at the right age to be a Prime Minister or a Foreign Secretary, he had nevertheless resigned the Pastorate of Union Church, because he felt it was time that his younger shoulders were at the wheel and because he had to consider one whom he had never been able to induce to consider himself.

"I have baptised about 260 of my fellow creatures in the Church," Mr. Maconachie mentioned, "And I see some of them here almost grown-up." Touching on his pastoral work, the speaker remarked that he was sometimes greeted with the words "Well, stranger." But he might have said that himself with more reason (laughter and applause). He had been in some of their houses oftener than they had been in God's House.

After speaking of the note which he said he hoped had animated his ministry, and the principles which he had tried to pursue, Mr. Maconachie said it was no easy matter for his wife and himself to say goodbye.

After a reference to his wife, and to the fact that they came to the Colony a family of three and would leave as a family of two, Mr. Maconachie concluded by commending them to God. If they did not meet again in these mortal scenes, he believed from the bottom of his heart they would be joined together with those who had passed through here in the faith and fear of God, and had entered a higher sphere of life and experience and service.

The meeting concluded with the singing of a hymn, and Mr. Maconachie then pronounced the Benediction.

MR. F. TSE YAT

PROMINENT CHINESE PASSES AWAY

SPLENDID CAREER

Mr. Francisco Tse Yat, a prominent and highly respected member of the local Chinese community, died at his residence, No. 87 Caine-road yesterday morning.

Until he was taken ill about a week ago, Mr. Tse Yat, who was a septuagenarian and had always possessed a robust constitution, was in excellent health. Although he put up a stubborn fight he was unable to overcome his last illness and, sinking gradually, the climax was reached yesterday morning when he passed peacefully away.

A self-made man, Mr. Tse Yat was born in Macao in 1854, and was therefore 74 years of age at the time of his death. Armed with a fair education, plenty of energy and confidence in his own ability to make good, the deceased started his business career at the age of 15 years.

He was first connected with Messrs. Wing Kee and Co., the well-known Hong Kong ship-chandery and coal merchant firm. Starting as a clerk, he rose rapidly, and by the time he reached the age of 30 he had thoroughly mastered every detail of the business, and was appointed general manager of the firm. Taking a keen interest in shipping, Mr. Tse Yat became an authority in the business. His outlook was broadened by the fact that his work necessitated travelling in all parts of China, and he made the acquaintance of many business men of standing, officials and students, many of whom remained his friends for life and Mr. Tse Yat always took much pleasure in welcoming and entertaining these old friends at his residence whenever they came to Hong Kong.

A Bank Agent

Mr. F. da Costa, a former Governor of Macao in 1902 consulted Mr. Tse Yat on the advisability of starting in Macao a branch of the Banco Nacional Ultramarino. Mr. Tse gave the matter his hearty support, and on the establishment of the bank he was appointed Chinese agent, a very difficult position because of the keen competition of many other banks.

In addition, Mr. Tse Yat was a prime mover in this Canton-Macao Railway Syndicate, and in 1904 was one of the negotiators of the Macao Railway Convention. He also was far-sighted enough to take an interest in petroleum and was one of the chief promoters of the International Petroleum Co., which holds valuable oil concessions at Timor.

His Generosity

He amassed a fortune by his many activities, and had always been liberal in his donations to his less fortunate fellows. His contributions to charitable institutions were liberal and he was one of the first members of the Tung Wah Hospital Committee. As a member of the Typhoon Relief Committee in 1906, Mr. Tse Yat rendered valuable assistance after the terrible havoc which was wrought in the Colony by the great typhoon which in that year swept over the island.

A devout Roman Catholic, the late Mr. Tse Yat was a President of the Chinese Catholic Union. A progressive man, Mr. Tse Yat always took a keen interest in education and was patron of the St. Joseph's College Association of Hong Kong, and a director of the Catholic Union and School at Macao.

The Family

Socially prominent, Mr. Tse Yat was popular and highly respected amongst the members of every community in the Colony. He had a family of eleven children, four being sons. Of these, three survive him and are all successful in business in Hong Kong. The eldest son, Mr. Nicholas Tse Yung-kwong, for many years held an important post in the Peking-Kalgan Railway, and later took up a responsible position in Tientsin with the Hamburg-American Line's Godown and Wharf, and figured prominently in relief work when Tientsin suffered from a destructive flood. The second son, Mr. Simon Tse Yan, is a compradore of the Nippon Yusen Kaisha in Hong Kong, and Vice-President of the St. Vincent de Paul Society and Chairman of the St. Joseph's Association, and of the St. Joseph's Home for the Aged Poor. Like his father, he had also been a Director of the Tung Wah Hospital and the Po Leung Kuk.

The third son, Mr. Frank Tse Wing-kwan, is a returned student from America where he studied at the North-Western and the Loyola Universities of Chicago.

Honoured

The late Mr. Tse Yat was the recipient of the Golden Cross of Merit with Crown, which was conferred upon him by His Imperial Majesty, the late Emperor of Austria and King of Hungary. The funeral will take place this afternoon at the Roman Catholic Cemetery, the cortege passing the Monument at 5 o'clock.

Mr. Stephen Scouloudie, who represented Greece in the Greco-Turkish negotiations in 1912, has died, aged 90.

ON HIGHWAY

CHARGE AGAINST A CHINESE AND 3 GIRLS

CASE PROCEEDING

The case in which a Chinese and three girls are charged in connection with the highway robbery committed on an elderly woman, at Tai Nam Chung on August 12, was continued at the Kowloon Magistrate's court yesterday.

Mr. H. Somerset Fitzroy is appearing for the Crown.

Mr. C. A. S. Russ represents the first defendant while Mr. Leo d'Almada is for the three girls.

After evidence was given, Mr. W. Schofield decided that there was not sufficient evidence against the fourth defendant and she was discharged. There was, however, a prima facie case against the other three.

FRENCH FINANCES

CAPITAL DEBT AND SINKING FUND

Paris, Yesterday.

M. Chappedelaine, the Chamber financial reporter, has said that the French capital debt diminished by 15,000,000,000 francs between December 31, 1925 and June 30, 1928. In 1929 more than 8,000,000,000 francs will be devoted to Sinking Fund.—Reuter.

"RITZY"

NEW ELINOR GLYN COMEDY COMING

Following closely upon the success of her novel "It," the screen version of which was seen here recently, Elinor Glyn is the authoress and producer of another capital comedy "Ritzy," which will be shown at the Queen's Theatre on Sunday and Monday next according to a special advertisement in this issue. Betty Bronson, the "Pet Pan" girl, is the leading player and appears as a snobbish young miss who insists upon marrying a Duke whose wealth and power, she says, are necessary to happiness. Her friends propound a plan, whereby the girl, after a series of thoroughly amusing incidents, is rudely disillusioned and decides to trust her future in the hands of the man she really loves. James Hall, a player fast becoming popular with movie fans, appears opposite the delightful little star who receives further support from William Austin, Joan Standing and George Nichols.

TO-DAY'S BIG FILM

"TWO LOVERS" AT THE QUEEN'S THEATRE

FAMOUS STARS

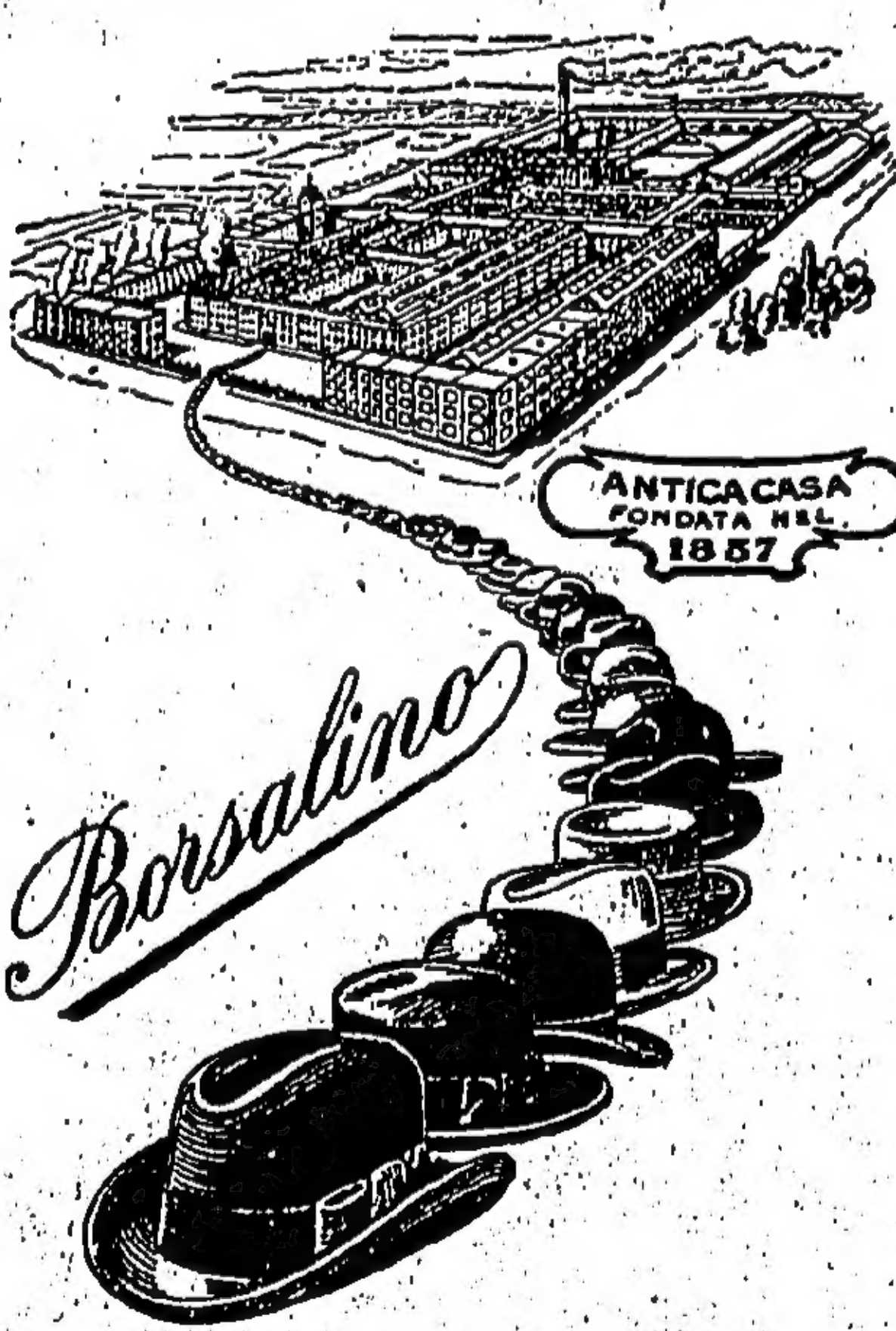
The farewell appearance of Ronald Colman and Vilma Banky, the world famous stars, as screen partners, will be seen in "Two Lovers," which arrives at the Queen's Theatre to-day. The picture is an adaptation of the well-known novel, "Leatherstocking," by Baroness Orczy and concerns the adventures of the mysterious leather-masked dare-devil who always turns up just in the nick of time to save his lord liege, the Prince of Orange from being captured by the enemy and later helps to free Flanders from the hands of the Spaniards. Ronald Colman, who starred in "The Dark Angel" and "Beau Geste," two memorable pictures, is cast in the colourful role of "Leatherstocking" himself. Vilma Banky, the beautiful Hungarian star, who also has many screen successes to her credit is the heroine. Paul Lukas, Nigel de Brulier, and Helen Jerome Eddy appear in character roles excelled only by the part of Noah Beery as the sinister Duke of Azar. Intricately constructed and impressive settings, faithful reproduction of 16th century atmosphere together with a stirring battle episode, are among the many spectacular features of the picture. "Two Lovers" which was directed by Fred Niblo, who also directed "Ben-Hur," will be shown until Saturday.

CONRAD FILM

"THE ROAD TO ROMANCE" AT THE STAR

One of the most colourful, picturesque, and thrilling pictures of the season, "The Road to Romance," will be screened at the Star Theatre from to-day to Saturday. Roman Navarro, the hero of "Ben-Hur," has an equally strong part to play as a young Spanish nobleman who goes out seeking adventure among the pirates of the Caribbean Sea—and finds it in plenty. Charming Marceline Day appears opposite the star and adds much to the effectiveness of the story. Roy d'Arcy, the most convincing "villain" of the screen, is cast as a crooked Spanish judge who finally ends his life rather than face the issue of his crimes. Faithful replicas of olden time pirate ships and many spectacular scenes of battle between buccaner and freebooter are among the highlights of the picture.

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Pearl Crepe 36" \$2.00	
Spun Crepe 29" \$1.30	
Radium Crepe 27" \$1.50	
Marble Crepe 27" \$1.55	
Coloured & White Fuji 29" \$0.60	Kayser Twin Heel No. 23X \$3.60
Narrow Checked Shirting Fuji 29" \$0.80	Kayer No. 88X \$2.30
Printed Georgette Crepe 36" \$1.60	Kayser No. 102X \$2.80
Dress Lengths printed border 1 1/2 yds.) \$4.50	Holeproof No. 565 \$1.50
	Holeproof No. 591 \$1.90
	Holeproof With Clock No. 2000 \$3.00
	Holeproof No. 99 \$1.25
	Rollins Stockings \$1.45
Embroidered Princess Petticoats \$6.00	Ajax Stockings No. 4020 \$3.10
Embroidered Bloomers \$3.25	Bear Brand Stockings \$0.95
Embroidered Knickers \$2.50	Foot Ease With Clock \$1.70
Knitted Under Wear \$2.25	Foot Ease No. 2002 \$2.50

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BUDGET DEBATE

(Continued from Page 4.)

under the heading of Special Expenditure are not so high as they were last year. Actually the regular annual charges show an increase of \$92,580 for next year, which means that the Police Department, apart from non-recurring special expenditure, will cost us that much more in 1929.

The Increases
The Unofficial members do not say that this increase is not necessary; neither do they in any way intend their remarks to convey any impression that they are lacking in appreciation of the good work done by the guardians of our lives and property. They merely point out the fact that in the regular charges of the Department an increase, and not a saving, is the real position.

Without any question, our standing charges have increased enormously during the last two years. A reference to the Abstract showing the differences between the approved estimates of expenditure for 1928 and the estimates of expenditure for 1929 reveals that personal emoluments alone show an increase of \$498,184 for 1929. And this figure does not take into account the item Exchange Compensation Allowance amounting to a further sum of \$360,000, which is also in the nature of personal emoluments. Added together, these two sums yield the large total of \$858,184.

"Rather Alarming Rate"
We fully appreciate the necessity for increasing expenditure to keep pace with the growing needs of the Colony, but we find it exceedingly hard to believe that the developments during the last twelve months—half of which period has been one of trade depression and general uncertainty—can possibly have justified the large increase in personal emoluments these figures reveal. The Colony at present is drawing upon its none too large reserve and is borrowing money for several essential works; but expenditure seems to be still mounting up at a rather alarming rate. We would therefore earnestly ask the Government to exercise even greater care in keeping expenditure in every department down to the absolute minimum consistent with efficiency.

Optimism
Our anxiety to see every possible saving effected must not, however, be taken to imply that we have any lack of faith in the future of the Colony, for we fully share the optimism expressed by Your Excellency and the Hon. Colonial Secretary at the last meeting of this Council. The confidence that all classes of the community showed when the outlook was darkest during the strike and boycott has already been more than justified, and we feel that a yet brighter future, to which we are now looking forward, will reward our faith just as surely. Your Excellency has been good enough to say that you could rely upon our co-operation in all measures for the welfare of the Colony. That co-operation has been extended freely and cheerfully in the past, and it will be given with the same readiness and pleasure in the future. (Applause.)

Hon. Dr. R. H. Kotewall.

Sir,—The same circumstance that has made the Hon. Sir Shou-son Chow the spokesman for the Unofficials to-day has likewise placed on me the duty and privilege of presenting the Chinese views on the Budget this year.

Though the Hon. senior Unofficial member has spoken at some length on the question of water supply for the island of Hong Kong, which he rightly says is quite the most important problem now facing the Colony, I make no apology for referring to and laying some stress on the subject, affecting as it does the Chinese more than the other residents of the Colony. This year, owing to a combination of circumstances which I need not enter into here, the people have suffered greater hardship from a water shortage than they have undergone for many years past; and their suffering was intensified by restrictions on the supply having to be enforced by the Government much earlier in the year and in the swelter of mid-summer. Consequently their pitiable plight has brought home to us more forcibly than ever before the need for finding a permanent remedy in the shortest possible way.

Bitter Complaints
The complaints we have heard this year have been particularly bitter. While I may regret such bitterness, I cannot help sympathizing with the distress that evokes it. The more intelligent classes know that there are things which are beyond human control; they also know the efforts made by the Government to secure a permanent augmenta-

tion of our water supply. But the people bearing the actual hardship cannot be expected to make fine distinctions. All that they know is that year after year, for many years, and sometimes more than once in the short period of a few months, they have to endure a restricted supply; and that, so far, no tangible evidence of the Government's endeavour to find a permanent remedy is in sight.

Bolt from the Blue.

The feeling of the people is not improved by the fact that one day they are told that a reservoir is full to overflowing and only less than a month afterwards, like a bolt from the blue, a restricted supply is clapped on without any explanation and with scarcely any previous warning! Such abrupt action is apt to give rise to all sorts of unpleasant rumours which may have a bad effect on public tranquillity. When the restriction was first introduced in the western district in July last, there was a rumour that the action was designed to induce the inhabitant of that district, which was overcrowded, to migrate to the eastern part of the city, then happily on full allowance. There was another talk that the Government, in putting on the restriction, wanted to force the people in the rider-main districts to have water-meters installed in their houses.

Timely Explanation.

"These must be the reasons," they said, "or what else can it be, since only a couple of weeks ago we were told that the reservoirs were full to overflowing?" This, Sir, was the kind of gossip going round the town. It was, of course, unfounded and foolish, but none the less harmful. A timely explanation would have prevented it. I would, therefore, respectfully suggest that in future, if the Government finds itself compelled to resort to a restricted allowance, due warning should be given, with the necessary explanation for the proposed step, so as to enlighten the public.

The Chinese View.

Sir, this problem of water supply is so vital to us and so imperiously urgent that it is to be hoped that the Secretary of State for the Colonies will, before long, come to a definite decision on the two alternative schemes submitted for his consideration, and that he will cast his vote in favour of that unanimously supported by the Unofficial members. My Chinese colleague and I are confident that the Chinese community are behind us in our preference for the first and second sections of the Shing Mun scheme. The people do not want any project which will give them a full supply for only a few years. They would rather spend a couple of million dollars more on works that would ensure for them a supply adequate to their needs for many years to come. The scheme favoured by the Unofficial members will have the desired result, as the figures quoted by the Hon. senior Unofficial member have shown. The Chinese do not, however, wish to see the Aberdeen scheme risen up entirely; they think that it should be kept in view—to be used as a last resource.

Vexed Problem.

Like most of their fellow-residents, the Chinese are anxious that the simpler and cheaper method of bringing the water across by a pipe-line to be laid on the bed of the harbour, should be adopted and proceeded with at once so that, as the Hon. senior Unofficial member has put it, the million precious gallons now daily running to waste on the other side of the harbour may be brought over to the island at the earliest possible moment, to afford relief to the tens of thousands of suffering people. Sir Shou-son Chow and I can assure Your Excellency that the entire Chinese community is ready to support any expenditure conducive to the happy result of solving, once for all, this difficult and vexed problem.

School of Chinese.

I have been asked by those interested in the School of Chinese at our University to tender grateful thanks to Your Excellency and to the Government for the generous grant of \$82,200. Without this grant it would not have been possible for the School to commence. As Sir Cecil Clementi has pointed out, the work of the School will be of inestimable value, not only to the students themselves, but also to China and Great Britain in strengthening still further the bonds between the two countries. The promoters of the School hope that with the advent of better times to which we are all looking forward with confidence, the community will make further substantial contributions to the Endowment Fund of the School, so that the grant from the Government may be reduced, or may even cease to be necessary for the maintenance of the School.

Nursing Sisters.

The Hon. Sir Shou-son Chow has already expressed the satis-

faction felt by the Unofficials at the welcome concession recently made to the nursing sisters in the way of four clear days' respite in each month. With Your Excellency's permission, I should like to add a few remarks that have a personal touch. In the earlier part of the year I had occasion to be a daily visitor to the Peak Hospital for the rather long period of over two months; and the splendid work of its entire nursing staff—their quiet efficiency and their devotion to duty—filled me with admiration. Such is the respect I have for the nursing staffs of the Government hospitals that I gladly embrace the present opportunity of paying them this small tribute.

Juniors' Salaries.

In regard to the matter of salaries I desire—even at the risk of appearing inconsistent after joining in the plea for stricter economy—to bring to notice the claim of the "local" men in the employ of the Government for fair consideration. More than once in this Council and also elsewhere I have brought forward their claims for an amelioration of their conditions of service. What they are asking for now is no more than what has been accorded to their more fortunate seniors. The Hon. Colonial Secretary in dealing with this subject in his Budget address, stated that the reorganization of the Junior Clerical Service is estimated to cost an increase of \$104,154 next year. He further said that of this increase \$25,050 is due to the necessary increase in numbers, \$19,665 to stipulated increments, and \$42,250 to the creation of more higher grade posts. It has been pointed out to me that all these three items cannot be placed in the same category as the all-round increase that has been granted to officers drawing salaries on a sterling basis.

What Justice Requires.

The increase in the number of posts does not mean an increase in individual salaries. The increase in stipulated increments should not be taken into account here, inasmuch as the "sterling" men receive stipulated increments in precisely the same manner.

(Continued on Page 9.)

AMERICAN PHYSICIANS SAID NOTHING IN THE WORLD COULD CURE HER BUT AN OPERATION.

Chinese Herb Treatment Made A Complete Cure.

Mrs. Anaya, wife of Frank H. Anaya, who is a well known Modesto man engaged in the automobile business, residing at 181 Olive St., Modesto, Cal., U.S.A., suffered with a severe pain in the right side under the rib, and a large lump, sore to the touch, and many other complaints. Took Poo On Chinese Herbs and was completely cured.

Mr. Anaya says:—"My wife had been suffering off and on for the last five years, complaining of a severe pain in the right side under the ribs, and a large lump sore to the touch. She also had much headache, was nervous, and suffered with constipation and indigestion. She had consulted physician after physician and had taken treatment from them, but they all advised that she had appendicitis and nothing in the world could cure her except an operation. She had always dreaded an operation fearing she might die, being the mother of three children. Some time ago, a particular friend of mine told me how he was cured by the Poo On Chinese Herbs, and I had also read his ads. in the papers—how others were benefited by these herbs. So I sent my wife down to see the Herbalist. I understood then that the herbs could cure her in a short time. A few days later my wife and I having decided to take the herb treatment, called on the Herbalist for some herbs. After a few doses she was considerably better, and continued taking the herbs for a while, then she was completely cured. All her pains disappeared and she gained in weight and felt better than she had in years. I can truthfully say that the herbs made a complete cure of all her troubles and she has felt like a different person ever since. I myself have been cured by the Poo On Chinese Herbs, and my children too have found the herbs a great relief to their various ailments."

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A WEEK'S PAPERS IN ONE

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AND ALL THE NEWS

SEND IT HOME!

All the world over where English is spoken, indignation has been aroused by the piracy of the British ocean-going steamer "Anking."

Two British officers of the Mercantile Marine and a Chinese petty officer sacrificed their lives in a gallant effort to stay the attack. The Master of the vessel still lies in hospital from wounds inflicted by the marauders. Another officer was also injured.

Altogether the pirates collected about \$100,000 in cash and loot and seven unfortunate passengers are now in captivity with a price set on their respective lives.

A new rendezvous, next to the notorious Bias Bay, has been found; namely, Honghai Bay.

Immediately on receipt of information, Chinese troops set out in pursuit of the pirates.

These in brief are the features of one of the most daring and callous episodes in the history of China Sea out-lawry. The "Overland China Mail," the only illustrated weekly news budget published in Hong Kong, has printed a full account of the tragic happenings which were aggravated by the fact that the bodies of the three dead defenders were dumped overboard.

By common consent, the "Overland's" version is easily the best connected narrative of the "Anking" piracy. Get a copy and send it to your friends. It will be a gift highly appreciated.

In addition, the current number of the "Overland" contains, as usual, all the local news of the week, also the China and China Coast reports, cables and despatches, which all provide very interesting reading.

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Sport Columns

POLO

ARGENTINES WIN THE SECOND MATCH

A HARD GAME

New York, Yesterday. In the second polo match in the championship of the Americas, the Argentines beat the United States.

OLYMPIC "FACES."



by 10 goals to seven.—Reuter's American Service.

The Teams.

Teams were the same as in the initial match on Saturday last, when America won, namely:—

United States:—A. Harriman, T. Hitchcock, Malcolm Stevenson, Winston Guest.

Argentina:—A. Kenney, J. Nelson, J. Miles, L. Lacey.

A Rough Game.

Play opened with an Argentine drive towards the goal, followed by an exciting scramble at the American end which resulted in a foul which the Argentine converted into a goal. The Americans missed

several fine chances to score. The Argentines led 3-0 at the end of the second chukker. Rough riding and numerous penalties then ensued and the referee's whistle was busy as in a football match. Shortly before halftime the Americans violently rallied and brought up the score to 4-4.

On resumption there was much rough riding and the Americans were severely penalised. Three successive shots from 50 feet being allowed against them.

Deciding Match.

The Argentines in the sixth chukker increased their lead to 6-4 which the Americans, despite most desperate efforts, were unable to diminish. The Argentines led 9-5 in the seventh chukker, the Americans securing a further two goals and the Argentines one in the last chukker. The deciding match will be played on Saturday.—Reuter's American Service.

SOCCER

K. F. C. TEAMS FOR SATURDAY.

The following have been selected to represent the Kowloon Football Club 1st XI against the Chinese Athletic on the Kowloon Football Club ground, on Saturday, kick off at 4.45 p.m.:—

Angus; Guest, Eastman; Hedley, McKelvie, Bliss; Pile, Spary, Sims, Miles, Hayes.

Reserves:—Hawke, Allen (Naval Yard).

The following have been selected to represent the Kowloon Football Club 2nd XI against Eastern on the Kowloon Football Club ground, on Saturday, October 6, 1928. Kick off at 2.45 p.m.:—

Angus; Moore, Hast; Nicholls, Easterbrook, Dunnett; White, Davis, King, Hannan, Baldwin. Reserves:—T. S. D. Whitley, J. J. Hurst, Seddon.

BUDGET DEBATE

(Continued from Page 8.)

The creation of more higher grade posts, though it permits quicker promotion, affects only a few whose services and merits at any rate deserve that recognition. For the majority, there is nothing in the way of an increase of salary designed to meet the rising cost of living, for which the men on sterling salaries were specifically granted the general increase. Simple justice therefore requires that the local men also receive some help in coping with the same economic difficulties.

Colony's Welfare.

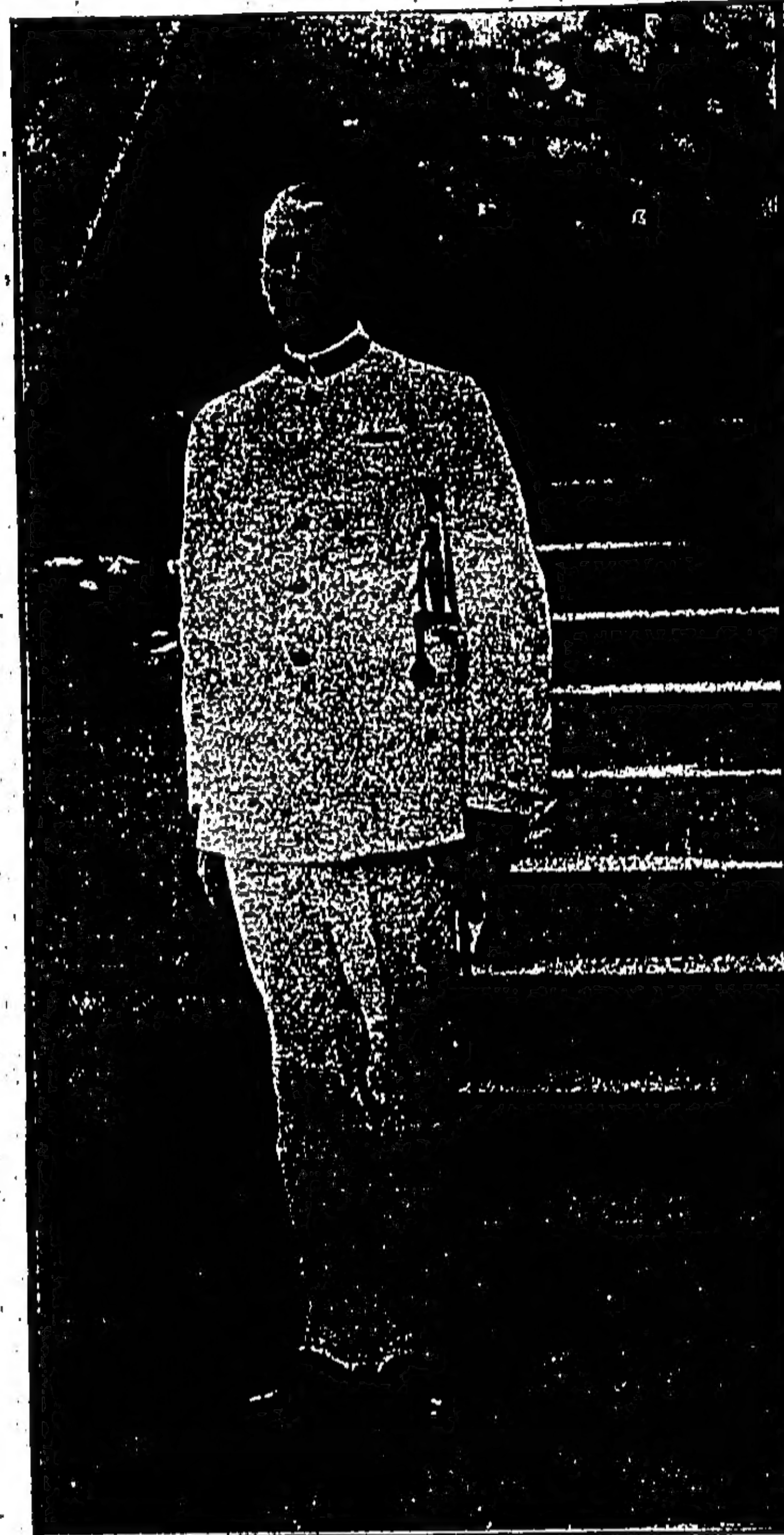
Before concluding, may I, as a representative of the Chinese, join in the congratulations to Your Excellency and to the Hon. Colonial Secretary on a first Budget that has revealed such a sound position and such a promising outlook. May I also voice the gratitude felt by the Chinese community towards Sir Cecil Clementi for his great work in

expressed by my honourable colleague, the senior Unofficial member, and to congratulate him on the masterly manner in which they have been set forth.

I also wish to emphasise the fact that the views expressed by my honourable friend are the unanimous and considered opinions of all the Unofficial members, and I trust that this fact will carry due weight—especially when the most important matter dealt with in the speech calls for further consideration. I need hardly say I am referring to the water question.

Hon Mr. J. Owen Hughes

I desire to supplement the remarks made by the Hon. senior Unofficial member regarding the vote of \$20,000 towards the cost of supplying filtered water to the dairies at Diamond Hill, as asked for by the Sanitary Department for reasons of public health. It is gratifying to see that the Government recognise the necessity for providing good potable water to dairies in accordance with the



H.E. The Officer Administering the Government (the Hon. Mr. W. T. Southorn) who replied to the Unofficial Members' speeches in Council to-day.

bringing about better relations between Hong Kong and the neighbouring provinces of Kwangtung and Kwangsi. Already the closer intercourse resulting from his unremitting labour is having marked results, and I am confident that these results are but the beginning of an era of abiding goodwill and increasing prosperity for the two great sister cities of the South. It only remains for me, Sir, to associate the Chinese with the pledge of co-operation offered to you by the Unofficial members through their leader to-day; and this I do with peculiar pleasure, as the intelligent classes are showing a growing interest in public affairs, and are ever ready to assist the Government in all its endeavours tending to promote the welfare of the Colony.

Hon. Mr. A. C. Hynes.

Your Excellency.—As I happen to be the senior European Unofficial member of this Council present to-day, I desire to associate my colleagues and myself with the views which have been

U.S. MARINES IN CHINA

Shanghai, Yesterday. Seven hundred and four American Marines (827 from Tientsin and 87 from Shanghai), hitherto on emergency duty in China, left for San Diego aboard the U.S. naval transport "Henderson"—Reuter.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, Wire	2/- 3/16
Bank, 30 days' sight	2/- 3/16
Bank, 4 months' sight	2/- 3/16
Credits, 4 months' sight	2/1 1/2
Documentary 4 months' sight	2/1 1/2
On Paris—	
On demand	1247 1/2
Credits, 4 months' sight	1822 1/2
On Berlin—	
On demand	—
On New York—	
On demand	48 1/2
Credits, 60 days' sight	50 1/2
On Bombay—	
Wire	133 1/2
On demand	133 1/2
On Calcutta—	
Wire	133 1/2
On demand	133 1/2
On Singapore—	
On demand	86
On Manila—	
On demand	98 1/2
On Shanghai—	
On demand	77 1/2
30 days' sight (private paper)	—
On Yokohama—	
On demand	106 1/2
Gold Loan, 100 fms (per ton)	—
Sovereigns (Bank's buying rate)	9.80
Silver (per oz.)	26 1/2
Bar Silver in Hong Kong	3 1/2 % Prem.
Chinese Copper Cash nom.	—
Chinese Copper Cents 6% prem	—
Rate of Native interest	7% p.a.
Chinese Sub. Coin	29 1/2 dis.
Hong Kong Sub. Coin Far.	—

LONDON EXCHANGES.

London, Yesterday.	
Paris	124
New York	4.34 1/2
Brussels	34.89
Geneva	25.19
Amsterdam	12.09 1/2
Milan	92.75
Berlin	20.36
Stockholm	18.18
Copenhagen	18.19
Oslo	18.19
Vienna	34.44 1/2
Prague	163 1/2
Helsingfors	192 1/2
Madrid	29.75 1/2
Lisbon	107 1/2
Athens	374 1/2
Bucharest	799 1/2
Rio	6 29/32
Buenos Aires	47 11/32
Bombay	1/6 1/82
Shanghai	2/7 1/2
Hong Kong	2/0 1/2
Yokohama	1/10 19/32
Silver Spot	26 1/2
Silver Forward	26 1/2

NEW TIENTSIN TAXES

Peking, Yesterday. The new 2 1/2 per cent. export tax, also the new transit tax was imposed in Tientsin on Oct. 1. The Bank of Communications is establishing an office in the Customs compound for the collection of the taxes.—Reuter.



The Hon. Dr. Kotewall, who also took part in the Budget debate to-day.

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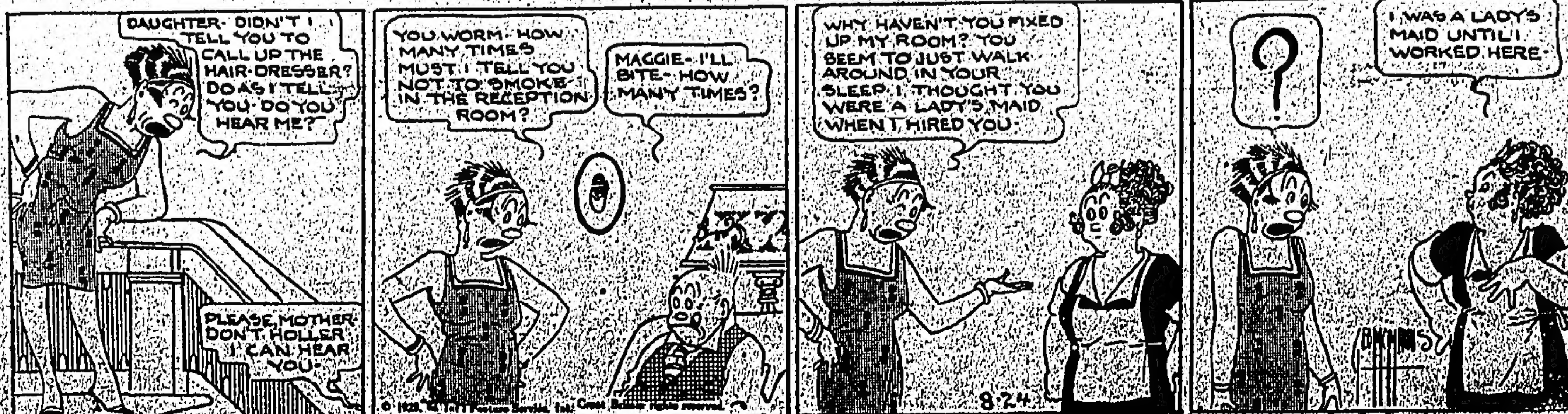
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BRINGING UP FATHER.



WORLD NEWS IN PICTURES.

A Sensation at Amsterdam.



Tired but happy—and no wonder! For the closeup was snapped just after Ray Barbuti of Lawrence, N. Y., Syracuse University student, had flashed across the tape a winner in the 400-metre championship at the Olympic games in Amsterdam.

She's a Winner.



Ruth Hurschler. She captured first prize in the annual "perfect back" contest of the National Progressive Chiropractic Association held at Los Angeles recently. We'll say that Ruth certainly merited the award!

Fights Family for Son's Custody.



Alger MacGready has opened a court battle for the possession of his son, Alger, Jr. (pictured with his father), in Boston. Lined up against him is the entire MacGready family, as well as his former wife, Junior's mother.

Canadian Beauty Re-weds in Reno.



Mrs. Hilda Betty Cooke, internationally known Canadian beauty, has become the Reno bride of Milton G. Sherwin, New York broker. Mrs. Cooke is shown with her daughter, Shirley. She was sought by immigration officers three years ago when she fled into the United States from Canada.

Siamese Twins.



Mary and Margaret Gibbs of Holyoke, Mass., Siamese twins who it is claimed, are now in a New York hospital where a surgeon will undertake the dangerous operation of separating them so that Margaret (right) may wed. In the centre is their mother.

Before Meeting Gene.



The above exclusive picture shows Polly Lauder, the fiancée of Gene Tunney, as she appeared in 1923 watching a golf match at the Westchester-Biltmore club at Rye, N. Y.

New Annie Oakley.



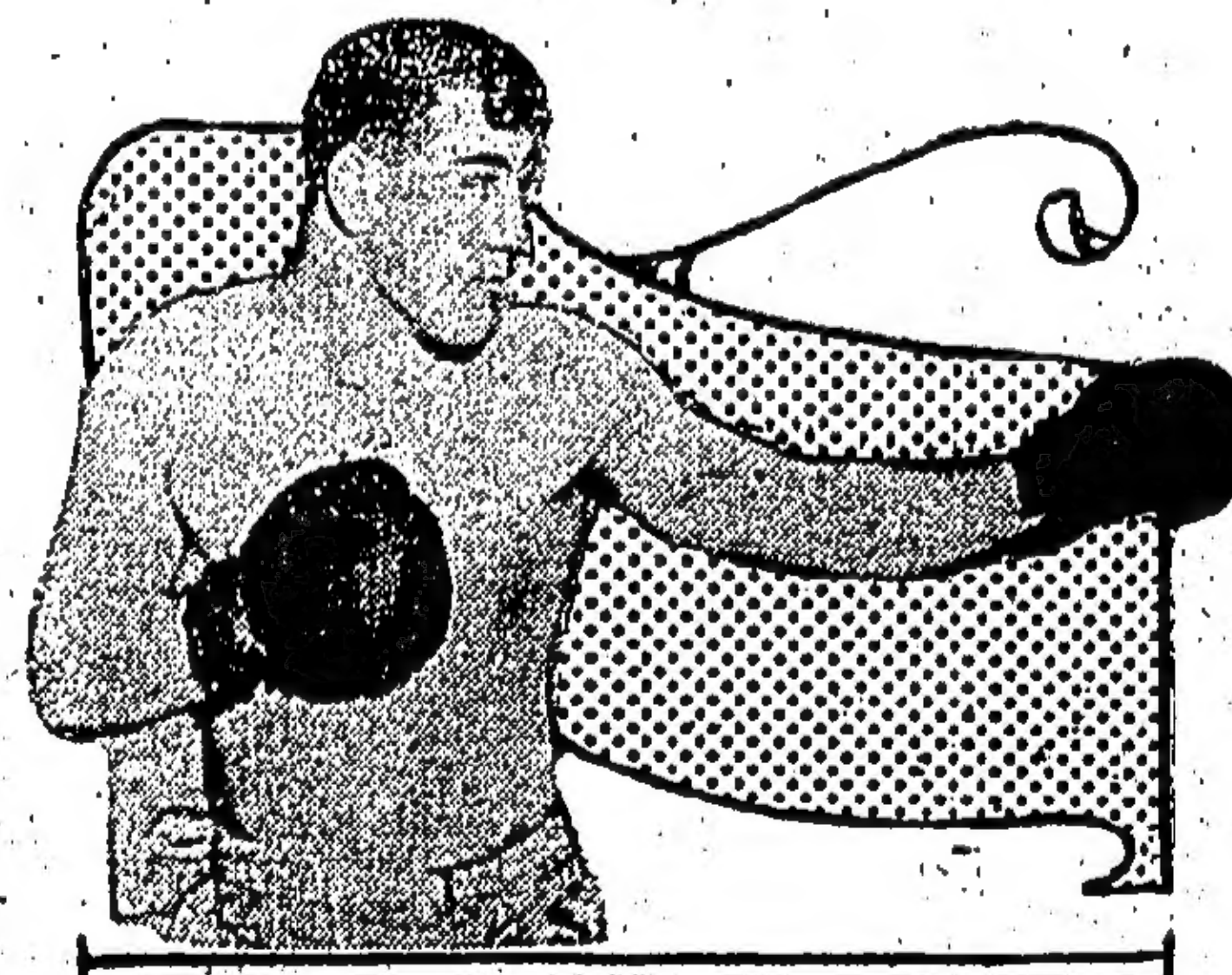
What she doesn't do to the clay pigeons is a crime! Here is 15-year-old Anne Louise Paxton of Washington, Pa., who recently tied for high gun honours in a trapshooting contest against men. She looks like a coming champion, does Anne!

Writing Biography With Music.



"I'm happy and in love, so why shouldn't I write in a humorous vein?" demands Irving Berlin, who has completed a new song whose lyric tells the story of his own spectacular rise from poverty to wealth. Irving is pictured playing his new composition to "his best friend and severest critic"—his wife, the former Ellen Mackay, in their New York home.

Erin Enters Heavyweight Arena.



A broth of a boy is Con O'Kelly, new heavyweight boxing champion of Ireland, who is en route to America to take a hand in the coming free-for-all to pick a successor to Gene Tunney. O'Kelly has won 118 of 125 amateur bouts, and 40 of his 45 professional scraps.

At the Notification Ceremonies.



Secretary of War Dwight Davis (left), pictured with Herbert Hoover at the Hoover home at Palo Alto, Calif., after the ceremonies incident to the Republican standard bearer being formally notified of his selection as the party's candidate for president.

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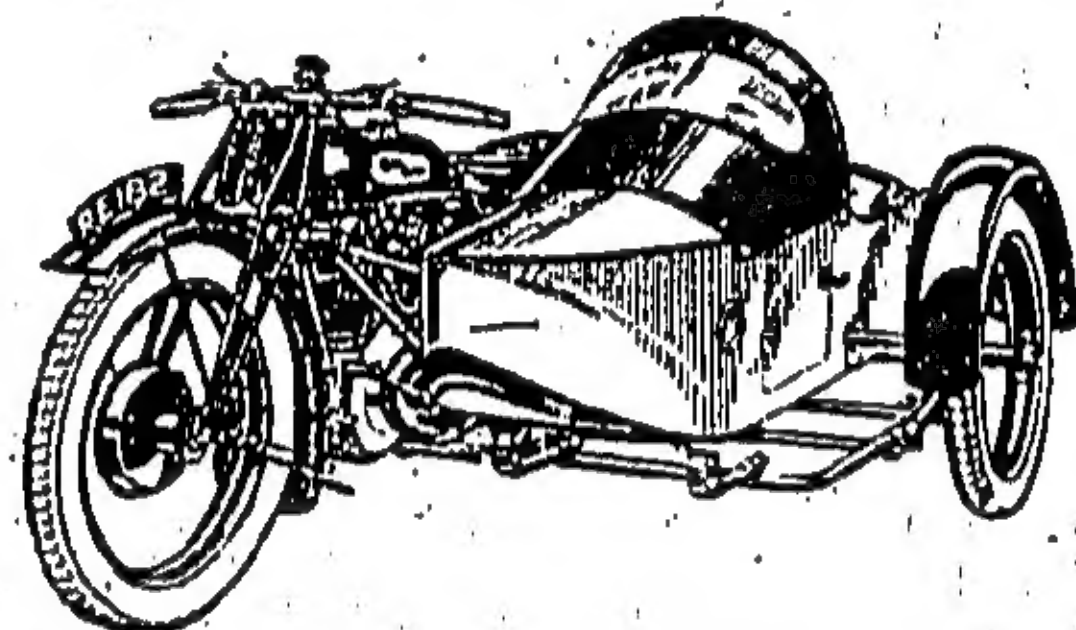
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DE SOTO 6

AN ANNOUNCEMENT BY
CHRYSLER
A FINE CAR

Those who have been looking to the debut of the De Soto with the keenest anticipation will not be disappointed, for it pleasingly fulfils the requirements of a fine automobile.

It is exceptionally good-looking, is well finished both inside and out, has a top speed which appears to be in the neighbourhood of 65 miles per hour, holds the road well at all speeds, has more than ample acceleration and hill-climbing ability, has fully adequate riding quality because of long, flexible springs and Lovejoy shock absorbers, and excellent braking ability due to the use of Lockheed internal hydraulics with self-compensating master cylinder with all these fine features of: A five-passenger phaeton; a roadster with wind-shield wings and rumble; a business coupe with leather upholstery and large rear deck for luggage; a de luxe coupe, with velour upholstery and a rumble seat; a two-door sedan; a four-door sedan; and a four-door de luxe sedan. All bright metal parts are chromium plated.

Equipped with adequately roomy bodies on a moderate-weight chassis, its 57 horse-power, 8 by 4 1/2, 174.9 cubic inch displacement six-cylinder, L-head engine, makes the car a nimble performer even with the fairly heavy men aboard, as the writer found. Tyre size is 5 by 19 inches; the gear ratio is 4.7 to 1, and the overall length is 155 1/4 inches without bumpers, and 169 inches with bumpers, approximately 13 and 14 feet respectively.

Road Test
An extensive road test that the engine is exceptionally silent and free from vibration at all speeds up to the maximum, and there are a number of good reasons why. Pistons are aluminium alloy with invad-struts while the moderate bore of 3 inches also keeps down the weight of pistons. This with the reasonably short stroke of 4 1/2 inches permits a lighter rod than would be used with a longer stroke. The relatively small weight of these parts plus holding the weight variation of matched sets down to two hundredths of a pound, brings vibration due to reciprocating parts to a minimum.

A 2 1/2 inch crankshaft, a trifle less than 31 inches long; is sufficiently heavy and short so that there are no noticeable periods of crankshaft vibration, and a vibration is, of course, assisted by the relative shortness of the stroke.

Counter-Weights
Main bearing loads have been minimized by the use of four counter-balance weights, and as a result a four-bearing shaft has been found more than ample for this moderately-sized engine. Main bearing dimension from front to rear are: 2 1/4 by 1 1/2; 2 1/4 by 1 1/2; 2 1/4 by 1 1/2; 2 1/4 by 2 1/4; with the thrust on the rear bearing. Crankpins are 1 15/16 by 1 1/4 inches with the babbitt spun into the rod.

The counter-weights are placed just to the rear of Nos. 3 and 4 bearings. The sole function of these weights is to balance the centrifugal force of the adjacent crankpins and connecting rod big ends, thus preventing distortion of the shaft to float freely in its bearings. In short due to these counter-weights, main bearing loads are considerably reduced; wear is lessened, the power is increased in proportion to the reduction in bearing frictional losses. The crankshaft is statically and dynamically balanced to one-tenth of an ounce and the same is true of flywheel, clutch, and the 2-inch tubular drive shaft.

Engine silence is due to a number of factors including carefully worked out cam contours, a combustion chamber with a silencing rib extending into the water-jacket overhead, and the mounting of the crankshaft in heavily ribbed journal boxes, and more especially to the use of a heavy I-beam stiffening channel cast integral with right side of the crankcase, and a heavy single flange on the left side. These details reduce crankcase vibration which is a major source of engine noise, to the point where the noise on full throttle is very little more than on partly open throttle.

No Vibration
Silence is also assisted by a triangular rubber drive in the hub of the single-plate clutch, and smooth engine running is enhanced by the torque reaction neutraliser, a well-known Chrysler feature which consists of a flat disc linked to the rear of the engine block which slides between two spring-

clock fabric lined-surfaces mounted horizontally on the dash. The purpose of this device is to smother vibration due to torque reaction. Facing the front of the car, the crankshaft turns clockwise impelled by a certain amount of force (torque) depending on how far the throttle is opened. The engine tends to turn with equal force in an anti-clockwise direction but is restrained by its mounting in the frame. This desire of the engine to turn is likely to minify itself as the frictional resistance offered by the torque reaction neutraliser.

The quality of this engine is indicated in the carefulness with which its parts are fitted. Connecting-rod big ends are selectively fitted with a clearance of .002 inch; the 2 11/16-inch wristpins clamped to the rod are ground and lapped to two-ten-thousandths and selectively fitted to the pistons with five ten-thousandths clearance. The inner diameters of the wristpins are tapered to reduce the weight. The invad-struted aluminium alloy pistons are selectively fitted to the cylinder with .0015 clearance, and valve tappets also are fitted in this manner. A short, compact silent chain drives the camshaft only. Camshaft bearings are 2 1/16 by 1 1/2; 1 31/32 by 7/8; 1 15/16 by 7/8; 1 3/4 by 1 5/8. Valves have a free diameter of 1 5/16 inches, the lift is 5/8 and the stem diameter is 11/32. Valve guides are pressed in. Valve seats are fully surrounded by water as are also the cylinder bores.

Oil Delivery
Water pump and fan are operated by a Vee belt which also drives the generator. Distributor and gear oil pump are run from opposite ends of a diagonal shaft, between cylinder Nos. 2 and 4, actuated by an integrally cut gear to the camshaft. The fan pump shaft is mounted in porous bronze bushings which permit the entrance of oil but prevent leakage of water. The diagonal placing of oil pump and distributor assists accessibility and makes it unnecessary to disturb the distributor when removing the cylinder head. The camshaft drive operates in a bath of oil, while oil is fed under pressure at main, rod and camshaft bearings. Oil is delivered from the pump to a Cooper tube to a passage drilled to the main and camshaft bearings, while drilled leads in the crankshaft carry the oil to the connecting-rods. The top half of each rod is drilled with a spurt which registers with a similar hole in the crankpin so that at every revolution a shot of oil is delivered to cams, cylinders and other parts. A diagonal hole in each pushing guide assists in the certain lubrication of these surfaces.

Pistons are fitted with two-L-shaped compression rings, originated by Chrysler, and one oil-control ring. The former are 9/64 and the latter are 3/16. A filter screen of ample size, covered by a belt housing, is placed in the centre of the oil pan, and the oil pan is fitted with two effective baffles to prevent surging of the oil due to rapid acceleration or braking with resulting over-lubrication of rear or front cylinders.

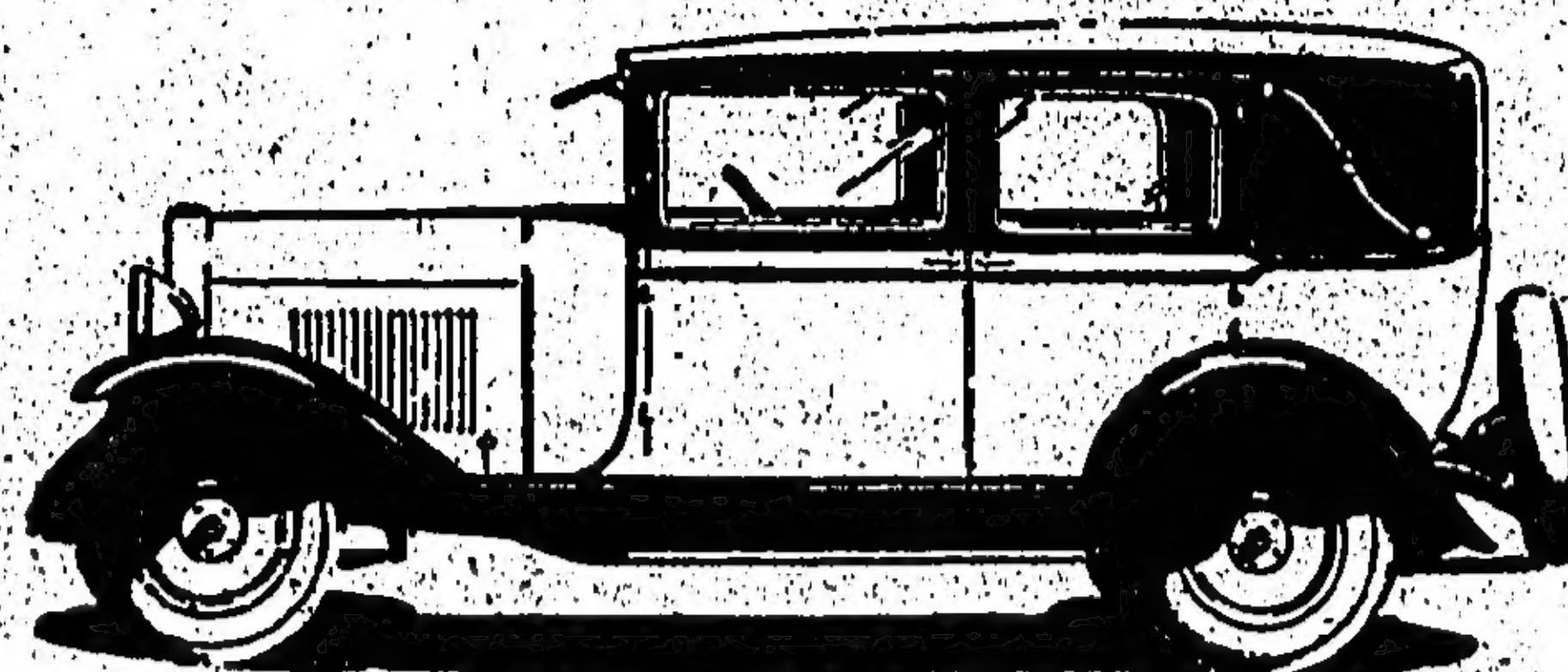
Four-Blade Fan
A puralator is mounted on the dash and a conventional Chrysler crankcase ventilating system is fitted, consisting of a tube running down from the crankcase which draws air from the crankcase due to the forward motion of the car, while fresh air enters through the oil filler opening which is provided with vanes to throw out any dust in the entering air. A shutter is fitted by which the crankcase ventilating system may be closed off in warm weather.

In accordance with Chrysler practice, intake and exhaust manifolds are separate except connected in the centre to form a hot spot around the intake, ordinary supplied with heat by the exhaust from cylinder Nos. 3 and 4. But to accelerate warmup, heater control button on the instrument board may be pulled out so that exhaust from all the cylinders goes through the hot spot jacket. The exhaust pipe is connected to the front of the manifold to keep the heat away from the floor boards.

Metric Spark
The engine is ordinarily supplied with a Silver-Dome head which uses high-compression as ordinary fuels will permit while a Red-Head with a 6 to 1 compression ratio may be obtained for use with high-compression fuels.

Metric Spark
Metric spark are used. The spark advance is semi-automatic with 25 degrees manual. The 6-volt battery has a rating of 90 ampere-hours. The starter has Bendix drive teeth cut out in the flywheel. The horn is a diaphragm type while the

AN OUTSTANDING MOTOR CAR



Everyone is talking of the wonderful appearance of the new Oldsmobile Six. Its lines are typical of the latest trend in automobile smartness. One of the outstanding cars of 1928, it has been the subject of widespread praise and admiration.

You will be proud to ride in this fine-appearing car. The appointments have been selected with feminine expertness.

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Experience the pride of possession that comes from owning a car everyone stops to examine. Come and see these beautiful cars to-day.

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Touring	M\$2,500.00
Roadster	M\$2,500.00
Sedan (2-door)	M\$2,600.00
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Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

A FINE CAR OF LOW COST.

stoplight switch is hydraulically operated being in unit with the master cylinder so that the circuit is closed whenever the brake is applied.

The single-plate clutch is 8 1/2 inch diameter with moulded asbestos facing, segments being dished slightly in alternate directions, is self-lubricating and the throwout bearing is a ball thrust type.

Gears are heavily webbed to deaden noise. Ball and reunion universal are placed at either end of the 2-inch tubular driveshaft.

The Gear Axle
The gear axle is semi-floating with a babble housing of 2 1/16-inch steel and with taper roller bearing throughout. The bevel pinion is integral with the pinion shaft and is carried in two taper rollers both placed to the front of the pinion. Pinion bearings are adjusted by shims to the rear of the forward bearing while the pinion is adjusted by shims under the flange of the sleeve which carries this assembly. The taper bearings which support the differential unit are screw-adjusted. Each rear wheel is fitted with two taper roller bearings placed either side of a double fillet on the axle shaft which serves to locate the bearings. These bearings are adjusted by shims placed next to the inner cup. To secure silent operation of bevel pinion and ring gear, the two are lapped in pairs after heat treating.

The front axle is an I-beam, Elliott type with king pin inclined for centre point steering. King-pins bearings are of bronze with a ball thrust. Drag link and tie rod have ball joints.

The ball cups on the drag has a semi-irreversible worm. Service brakes are 11 by 1 1/2 inches. Brake chatter is prevented by cutting back the lining on the top of each rear shoe. The supply tank which functions automatically is placed on the front of the dash. The braking is located to the rear of the transmission.

Springs are semi-elliptic, with Turen taper, self-adjusting shackles. Front springs are 26 by 1 1/2 with seven leaves. Rear springs are 28 by 1 1/2 with seven leaves on the roadster, eight on the touring

and coupe, and nine on the other models. The springs are graded in pairs to give uniform action. The frame has five heavy cross members including the rear engine support.

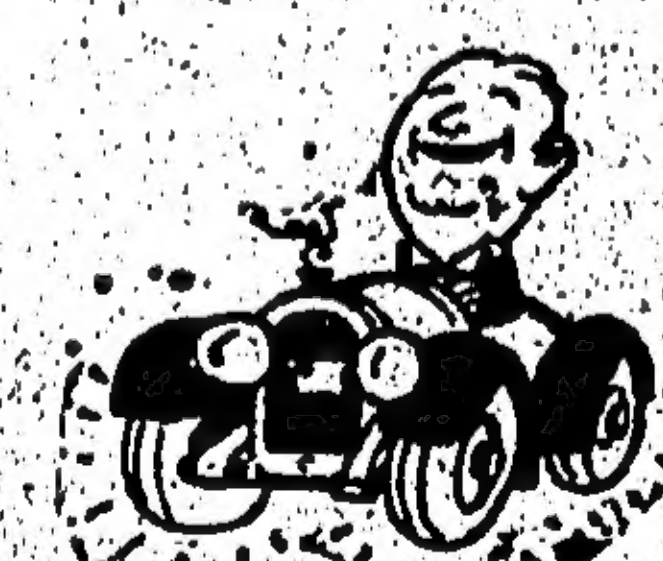
Equipment include Lovejoy shock absorbers, as already noted electric gasoline gauge on instrument board, two-flament headlamp, cowl lamps, Fedco numbering system, and Electric clock. Throttle and lighting levers and horn button are placed on the steering wheel while a spark retard button is mounted on the instrument board. Other button illumination on the heat control and the choke. The indirect illumination on the instrument board is controlled by an independent switch.

Success Promised
Even at this early date it appears that the De Soto will become a marked success in a comparatively short time, due to two major factors: 1.—It is in truth a very good-looking fine performing automobile at very moderate price. 2.—It will be marketed, and is entirely separate from the Chrysler dealer organisation.

The De Soto Motor Corporation has done a really remarkable job in securing suitable dealers; judging from statements made by the factory officials. The original plan was to secure 700 direct dealers and 2,800 associate dealers in twelve months. In only 4 months, 460 excellent dealers have been secured, and the remaining applications for associate dealerships. What surprises even factory officials is that this record was made with nothing except the De Soto name backed by the Chrysler reputation.

Not only were there no sample cars to show or demonstrate but no specifications whatever were given out, nor was even the list price or the discount known. The speed with which the dealers' organisation has been assembled would have been most creditable if demobilising cars and full data had been available. But, lacking these aids, it stands as a remarkable feat due apparently to just one thing—confidence in the Chrysler product. The present production schedule calls for 2,000 cars in July, 5,000 in

August, and 7,500 in September while factory officials now believe that nearly double the September schedule, if they could be obtained, will be needed to fulfil minimum September requirements. After September, production will be according to market demand. The De Soto is manufactured in the Highland plant of the Chrysler Corporation together with the Plymouth. The production of the Chrysler '65 has been moved from this plant to the Jefferson Avenue plant, where the Chrysler 75 and 60 are also made.

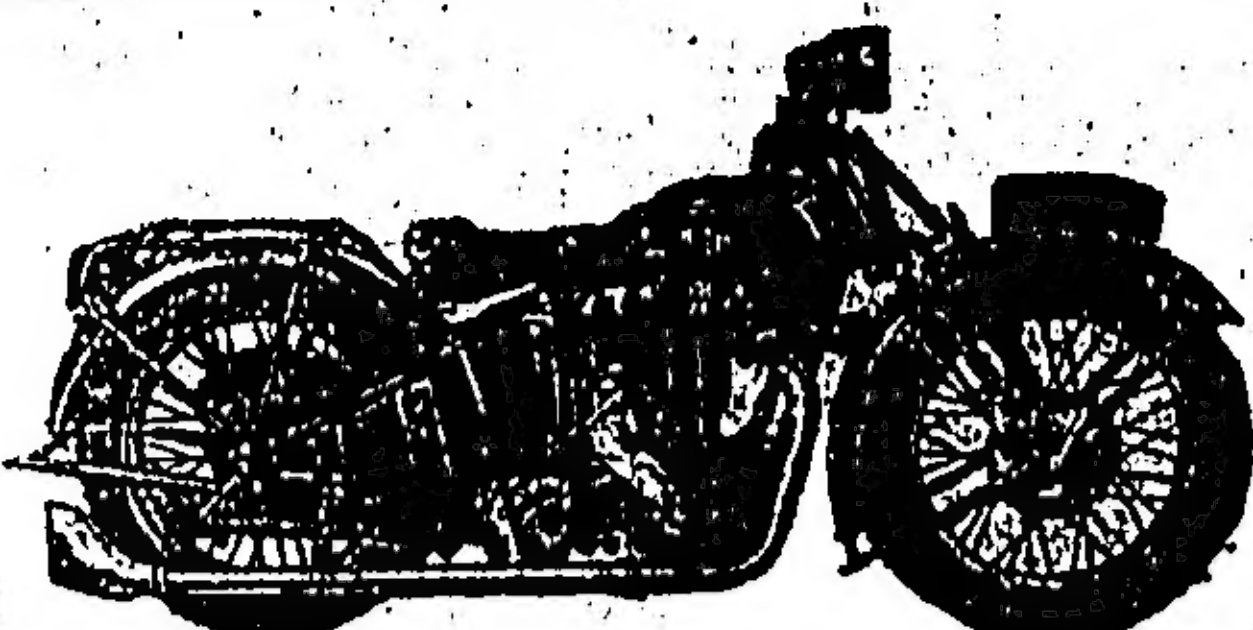


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Answer
Four MILLER Tires and a MILLER Spare

You'll get a lot of kick watching one Miller Tire on your car in a friendly competition with three of any other make. But—man—the satisfaction you'll get with four on. That's as far as you can go. There's nothing better than that. It's impossible. Come in for one of a set. Go "out" all right.

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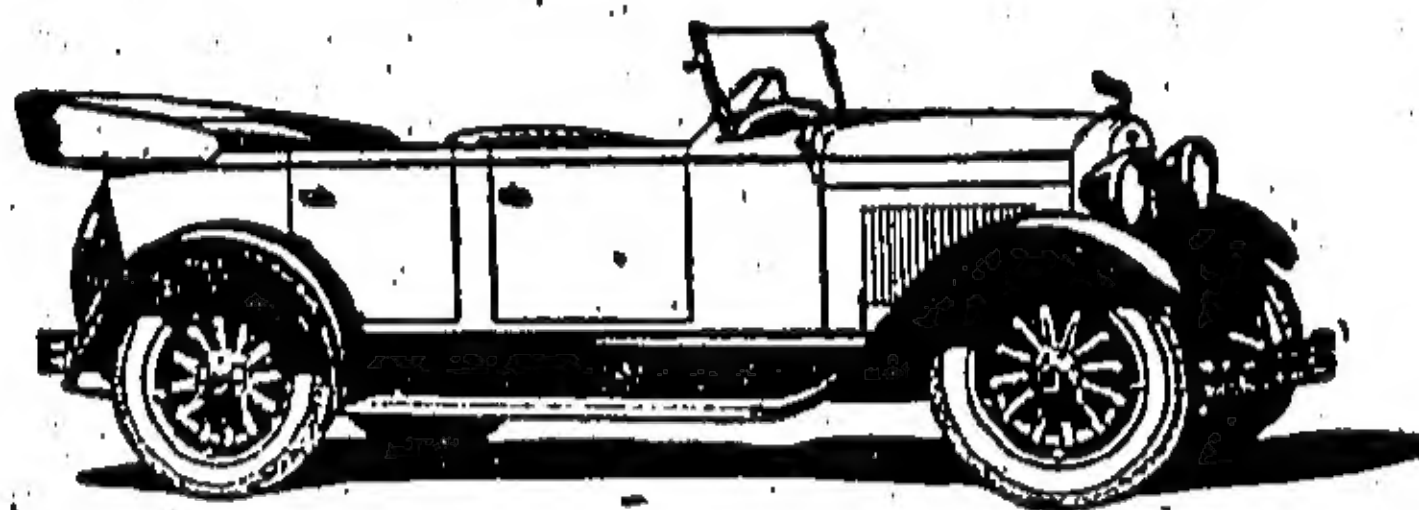
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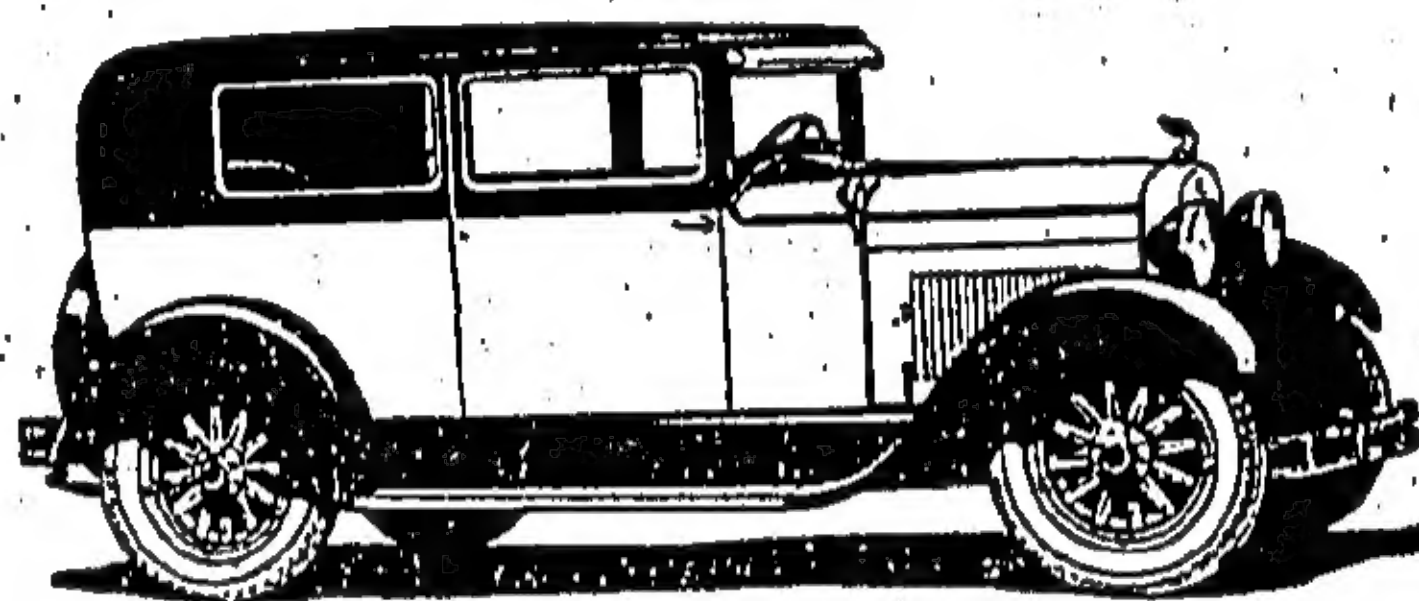
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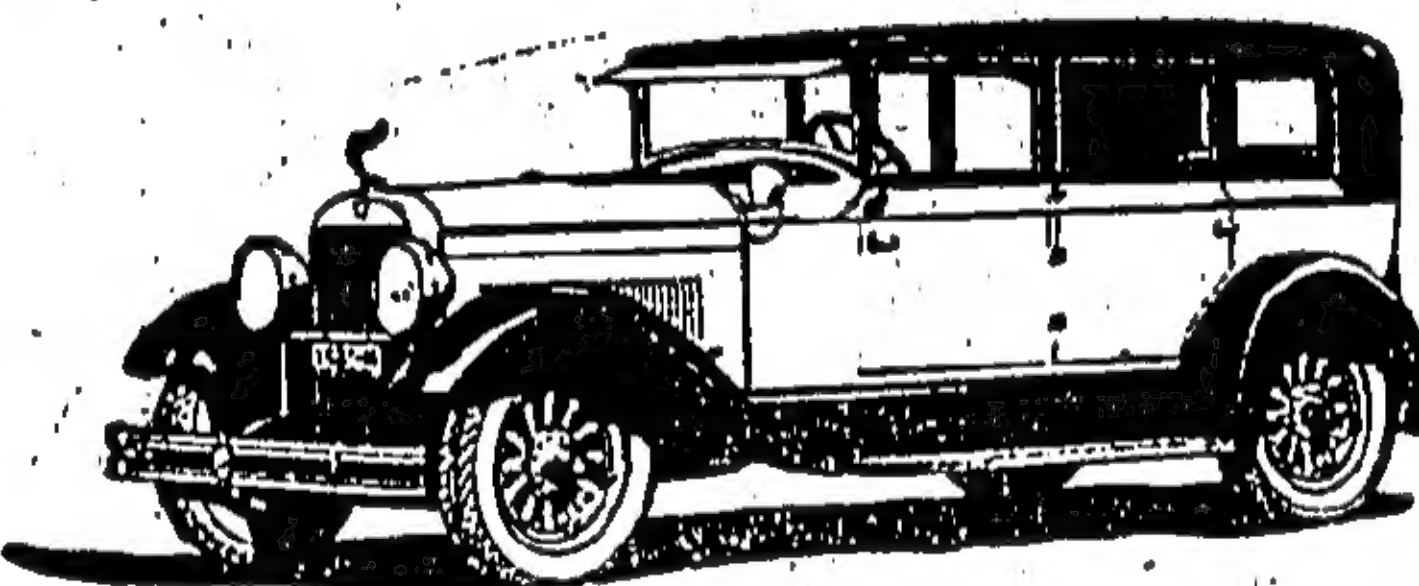
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THE 1929 BUICK

A SILVER ANNIVERSARY CAR

BEAUTY OF LINES

Each day following the introduction of the Buick for 1929 has brought a wave of approval from the many thousands of motorists who have viewed the new model.

The motor trade anticipated that this new Buick would outdo all previous models. Inasmuch as 1929 marks the twenty-fifth anniversary of Buick manufacture, an analysis of the outstanding improvements immediately perceptible in the new model reveals that the public's anticipation has been exceeded.

The first improvement that meets the eye is the greatly enhanced beauty of the new Buick bodies. While retaining the fundamental sturdiness and utility characteristic of Buick, the body types are totally different in aspect and line from previous Buicks. At a glance it is evident that a new body design has appeared that bids fair to initiate a new and fashionable trend in coachwork. These new Buick bodies are the latest creations in coachwork, by master craftsmen co-operating with Buick engineers.

Equal in importance is the pleasant surprise of a new and very different Buick radiator. This new radiator is charming in the simplicity of its graceful lines, and has an air of racy modernism. It is high, deep and narrow, and impresses the observer with its enduring strength and its generous capacity.

The Engine

The famous Buick engine, known for twenty-five years for its outstanding performance, power and reliability, is reborn in Buick for 1929. The quarter century of Buick engineering which has contributed to Buick's leadership has given to the new Buick a completely redesigned engine which out-performs all previous power plants of its type and size.

Conspicuous among its mechanical improvements are the improved camshaft and valve mechanism, operating with rippling smoothness. Improved carburetion, redesigned intake manifold, together with a new positive pump-feed fuel-supply system combine for perfect engine operation and instant response. Steel-braced bearings, interchangeable in the crankcase, and main bearing caps are contributors to the smooth functioning of the engine. The crankshaft itself is larger, and as in former Buicks, is counter-balanced for elimination of vibration.

Piston rings are larger and connecting rods made stronger. (Continued at foot of next column.)

40 YEARS AGO

WHEN DUNLOP FIRST MADE TYRES FOR SON'S TRICYCLE

It is exactly forty years since John Boyd Dunlop applied for the patent for the first pneumatic tyre. He had just retired from his veterinary practice in Belfast, the largest one in Ireland, where twelve horse-shoers worked for him.

While a boy at school in the village of Drenthorn, Ayrshire, his native place, Dunlop had observed that a large wooden roller was easier to pull than a smaller one, because, as it had a large area of surface bearing on the ground, the pressure on each unit of area was less. For years he thought of wheels with flexible rims that would flatten out and so increase the area of contact with the road.

It was a complaint from his son Johnny, then nine years of age, which actually materialised in the first rubber tyre to be filled with air. Johnny had grumbled about the difficulty of riding on thin solid tyres over the uneven stones of Belfast's streets.

His father thereupon made two air tubes from sheet rubber one thirty-second of an inch thick; fixed them to a wooden disc with a thin strip of linen and blew them up with a football pump. The tyres were then fitted to a tricycle made by Dunlop from American elm with specially shaped rims. The whole was completed one night at 10 o'clock and so eager were both father and son to test the new device that the boy went out for a run in the moonlight and returned triumphant at midnight.

When a racing cyclist who was shown the novelty expressed his doubts about it the inventor challenged him to a race on his thin solid tyres against the nine-year-old boy on the home-made tricycle equipped with pneumatics. It was the first of the long series of races to be won on Dunlops. Although John Boyd Dunlop revolutionised cycling and made motor cars possible he himself could not at that time ride a bicycle; indeed there is no record that he ever rode one in his life.

IN THE FUTURE

LOOKING AHEAD WITH MOTORDOM

AUTO TRANSMISSION

Quebec.—What is likely to be the automobile of the future, at least in a number of particulars, was discussed here at the Summer meeting of the Society of Automobile Engineers. The various speakers talked about details of development which promised motor car improvement along several lines.

One of the addresses that attracted widespread interest was that of D. Sensaud de Lavaud, a French engineer, who described his invention of a new transmission that eliminates gear-shifting and automatically changes speeds. He said that the operation of automobiles on the streets of Paris with the new transmission had convinced him of its practicability.

Because, with ordinary gear-shift cars, the driver never operates continuously at the most efficient relation between speed of engine and wheels, Mr. de Lavaud claimed that the automatic transmission will increase the average speed possible and effect a full saving of more than 20 per cent in general and some 40 per cent in the dense traffic areas of cities.

A long transmission shaft is driven directly from the engine and rotates an inclined "inertia hub," which changes the rotation of the shaft into reciprocating motion. Connecting the inertia hub with the drive of the rear axle are rods which, by acting on roller ratchets, translate the back-and-forth thrusts into rotary motion applied by the axles to the wheels. The trick of the transmission consists in the variation of the inclination of the inertia hub with the engine torque and road resistance which automatically varies the throw of the connecting rods, consequently the rotation of the wheels and the speed of the car. This automatic transmission is combined with a gearless differential and a planetary reverse gear located on the rear axle.

Timing gears are wider and careful engineering has made the starting gears "munch" quieter. Thus have Buick engineers built into the 25th Anniversary Buick an engine giving new and greater expression to Buick supremacy in its field.

Among other outstanding features of Buick are adjustable front seats, increased headroom in closed models, wider front seats, a new and improved instrument board and panel, new steering wheel and re-designed controls.

CAR TESTS

HARD TO AVERAGE 30 M.P.H.

DAIMLER SERVICE

(By George C. Stead)

London.—I have recently carried out trials of cars of widely differing types, and my experience may be of interest as showing the advantage of a high average speed as compared with the car which has only a high maximum speed.

To put it in other words, it may be possible to average 30 miles an hour with a car which is capable of not more than 45 miles per hour, while it may be extremely difficult to average the same speeds with a car of another make which has a much higher maximum speed.

The reason why the one car may be faster from point to point than the other is that it possesses a better acceleration and better brakes. In other words, it can start or stop quicker.

The particular car I have in mind, which has a maximum speed of well under 50, can hold its own with most other cars on the road over a journey exceeding 60 miles, and the reason is that it has the finest set of four-wheel brakes which I have ever tried, and has a very positive acceleration on top gear from 10 to 25 m.p.h.

So provided, the car can be driven fast up to any corner, instantly decelerated, and once the corner is passed it can again be put into its stride in the minimum of time. Take as a contrast a car which I recently tried. It was capable of over 70 miles per hour on the road, yet it would not run at all satisfactorily under 30 m.p.h. on top, this being due to a high compression engine and neat petrol.

Owing to these weaknesses it was necessary on occasions to attain a very high rate of speed in order to obtain the same overall average as on the comparatively slow-coach bus.

I think it will be to the good of the motoring movement if both manufacturers and users would concentrate on obtaining a reasonable average speed without insisting too much on the vast number of miles per hour which their cars can do under favourable conditions.

Proper Service

I had an opportunity of visiting the Daimler Service Station at The Hyde, Hendon, London, and, as a result, I am particularly impressed by the excellent service which they give to Daimler users.

A large number of these luxurious cars are, of course, chauffeur-driven, and the Daimler Co., Ltd., have, therefore, instituted an excellent scheme to interest the driver in the inner working of his car. The method adopted is to have all vital parts of the car arranged in a comfortable room surrounded with photographs. After a brief time in this room the driver will realize exactly how each part of the car works, where it is situated and how to attend to its needs. This exhibition is also open to owner-drivers.

There is another idea which the Daimler Company have instituted which also encourages the enthusiasm of the chauffeur. This consists of a proficiency badge and certificate, which is issued to chauffeurs in private service with Daimler owners.

Another feature of the Daimler service organization is that the ordinary operations of routine maintenance can be carried out during the first year at any Daimler depot at very moderate fixed charges.

For instance, for an expenditure of 18s. every month or 500 miles the chassis will be lubricated, the gear box and back axle replenished, the oil filter cleaned, the sediment released from the petrol tank and autovac, the brakes adjusted, the plugs tested, and the points set both on the plugs and the contact breakers, inspection of ignition system, reconditioning battery, changing one of the wheels with the spare to equalise tyre wear, and the inspection of the spare wheel for cuts, stones, etc. It will be seen that the maintenance of the Daimler in first-rate running order is very inexpensive.

At their works at Hendon, the Daimler Company have a cellulose painting department, said to be the largest in Great Britain. Any make of car can be cellulosed; the prices ranging from £12 10s. to £52.

The Automobile Association maintains an all-night service at the London Headquarters, to assist members in connection with road and other motoring troubles during the night. Among some interesting examples of such emergency services are:

A lady member had a bad skid and would have to spend the night where the car had broken down, during repairs. Her brother had been travelling in front, and was unaware of her trouble. Could the A.A. stop him? Telephone message was sent along the road, the patrol stopped the brother, two hours afterwards and informed him of his sister's breakdown.

THE CAR THIEF

OUTWITTING CUNNING FORM OF CRIME

FALSE SECURITY

[By The Hon. Mrs. Victor Bruce.] Car stealing seems to increase and decrease in waves, and I suppose no one can explain the reason. At the same time, there is always a certain amount of it in progress, and thus the wise owner must attend regularly to precautions against the unlawful removal of his car.

It was to be admitted, of course, that no measure can be absolutely effective against the really determined car thief, who might even, in certain circumstances, employ a lorry upon which to carry the car bodily away! Such drastic action, however, argues a certain amount of leisure in which to carry out his nefarious plans, and a certain security from observation; and the vast majority of cases of car stealing are more of the sneak thief variety.

Common Negligence

A car is left unattended while its owner enters shop or office to transact his business. Generally no precaution at all is taken, the engine being merely switched off and the side brake applied in the usual fashion. It is obviously the simplest matter in the world for any passer by who happens to be an expert driver and acquainted with the manipulation of the particular make of car to hop in and drive off. No casual observer of the manoeuvre would think anything of it.

Not being in the inner councils of the United Society of Car Thieves, I can only guess; but my guess is that a haul is never carried out in this haphazard fashion. Probably the particular victim selected for attention has been under close observation for days or weeks. The thief knows for a practical certainty that when the owner makes the particular halt, his stay will be of a certain duration, and when the theft is carried out, it can be done with the matter-of-fact air and complete assurance which is necessary to avoid drawing attention to the act.

No Ideal Method

What we have to do, therefore, to foil the thief, is to devise some measure that shall prevent the ready starting of the engine, or in some other way the easy driving away of the car; and the precaution must be put into action in such a way that no amount of close observation will disclose its nature, or even the fact that it has been adopted at all. If I knew of a 100 per cent effective precaution, it would obviously be of little service to tell the whole world of thieves as well as honest people about it, so the particular plan to be adopted must be left to the ingenuity of the individual reader.

We can talk about some of the purchasable thief-proof devices, and methods which have already been publicly suggested, however. One, that should be fairly effective, is the rendering of certain unavoidable metal parts of the car live with high tension current, but I do not think I need elaborate the disadvantages, which might literally be fatal to a forgetful owner. The usual thief-folling device, adopted as standard on many cars, is a lock of one kind or another, the simplest being an ignition switch in the form of a removable key.

Forgetful Owners

Here a minor disadvantage is that the owner either becomes careless through continued immunity and leaves the switch key in the lock, or mislays it, and in the absence of a spare cannot start the car himself! This method is also almost too simple, because the thief knows perfectly well that with the majority of cars he has merely to lift the bonnet quickly, tear away the magneto earth wire, press the starter switch, and drive away. Coil ignition complicates the matter a little, but the ignition switch lock does not place sufficient difficulty in the way.

Gear locks, petrol supply locks, and even steering locks all have their uses in rendering a quick departure impossible, though they are not infallible preventives. In regard to such devices in general, however, I have a strong objection to any with which momentary forgetfulness on the part of the owner may have an ill effect. On a car with quick acceleration locked steering might quite well bring about an accident if the owner failed to release it before starting off.

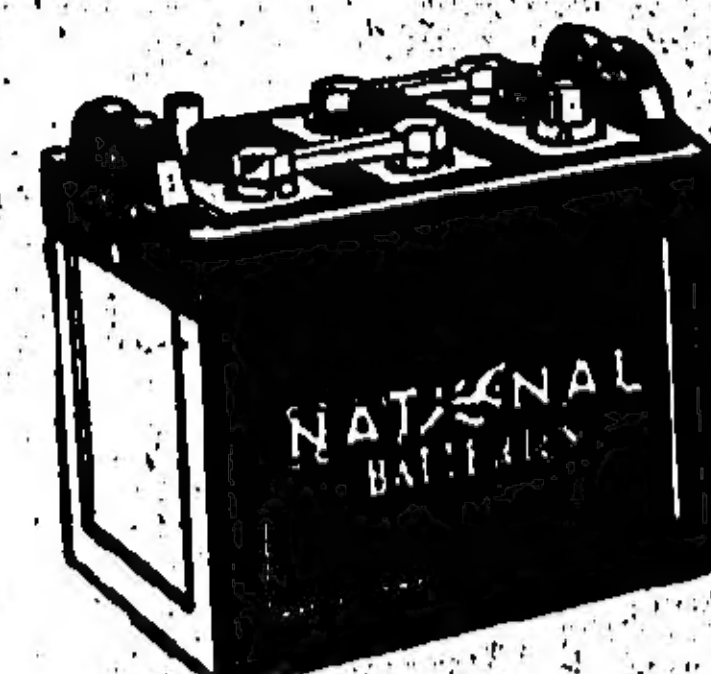
Cutting off the petrol supply, also, is of little service, because the float chamber of the carburettor will usually contain sufficient spirit to enable the thief to drive some little distance away, and when the engine peters out he is sure to be sufficiently skilful to diagnose and remedy the trouble.

Apart from this, however, the owner himself is liable to drive off without unlocking the device, and quite unpleasant consequences may result from the failure of the engine in the thick of the traffic, or possibly at the precise moment when a tricky piece of overtaking is being attempted.

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19, Queen's Road C.

I can think of nothing against the gear lock, since forgetfulness is impossible, except that any device depending upon a detachable key is liable to land the owner in trouble through loss of the key.

The Rug Thief

Another idea which I have seen suggested (though I am not aware whether there is any actual accessory on the market which can be fitted to a car), is the use of a device which automatically switches on a raucous electric horn if the car is moved by an unauthorised person. This really does seem quite sound, so long as the action of switching on the safety device can be performed so unobtrusively that an observer is unaware that any such precaution has been taken, and that the switch is not readily discoverable.

The only remedy against the carting or towing of the car away is not to leave it unattended for a sufficient length of time to allow a thief the necessary opportunity; but circumstances so seldom arise in which such a measure is possible, that we scarcely need discuss it.

Car thefts, as I said before, are more usually of the snatching variety; and indeed a point which every owner ought to watch is the possibility of the removal of rugs, parcels, suitcases, cameras and so on, from the interior. It is unwise ever to leave a car which has any such contents without locking the doors and closing the windows, if it is a closed vehicle. With an open touring car no such protection is possible, and the alternative is either not to leave it unattended, or to remove all loose articles.

Our organization consists of over 200,000 individuals, and, naturally, they reflect every shade of political belief and opinion on public and personal questions. Each is entitled to his own individual opinion, and the corporation is not concerned with such opinions. But no confusion or misunderstanding can be permitted that any of these opinions carry with it the support of the corporation.

NOT IN POLITICS

RASKOB'S ACTION AND GENERAL MOTORS

AN EXPLANATION

New York.—John J. Raskob's acceptance of the chairmanship of the Democratic National Committee and leadership of the Smith presidential campaign, which he was chairman of the Finance Board of General Motors Corporation, caused a great deal of disturbance in the General Motors official family, according to Alfred R. Sloan, Jr., president of the corporation, who says in a letter just made public he "regrets the situation and has been disturbed by it and will take steps to correct the most unfortunate impression."

The letter was made public by Miss Emily Marx, Republican candidate for the Assembly in the Ninth District and was sent by Mr. Sloan to a critic of General Motors, who assumed that the election of Mr. Raskob to the Smith leadership in some way involved the corporation.

In his letter Mr. Sloan said: "I feel that it is most detrimental to the interest of General Motors, as well as to any corporation, to have any situation develop which causes the impression in the public mind, rightly or wrongly, that the corporation is concerned with any political situation."

"Mr. Raskob made the decision and took the place without consultation with his associates; therefore, we had a situation to deal with which was a very unpleasant one. The policy of the corporation has always been one of absolute neutrality on all political and public questions. We shall under no circumstances change that policy."

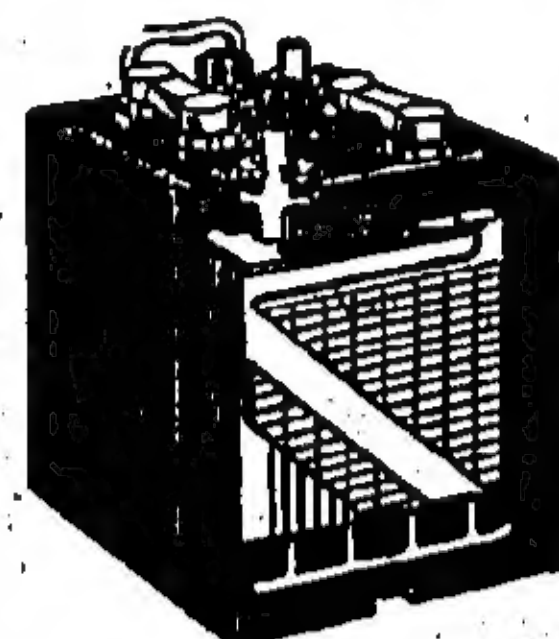
"Our organization consists of over 200,000 individuals, and, naturally, they reflect every shade of political belief and opinion on public and personal questions. Each is entitled to his own individual opinion, and the corporation is not concerned with such opinions. But no confusion or misunderstanding can be permitted that any of these opinions carry with it the support of the corporation."

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Batteries designed for your car—Stocks Carried for your convenience.

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6	20	611 RHK	DO	5 1/2 X 8 1/2 X 9 1/2	5 1/2 X 8 1/2 X 9 1/2	\$12	4
6	25	A-611 JF	DO	6 1/2 X 9 1/2 X 9 1/2	6 1/2 X 9 1/2 X 9 1/2	\$13	1
6	35	A-611 RH	RUBBER	10 1/2 X 12 1/2 X 9 1/2	10 1/2 X 12 1/2 X 9 1/2	\$20	2
6	100	A-611 JF	DO	10 1/2 X 12 1/2 X 9 1/2	10 1/2 X 12 1/2 X 9 1/2	\$40	3
6	112	A-611 SH	DO	10 1/2 X 12 1/2 X 9 1/2	10 1/2 X 12 1/2 X 9 1/2	\$45	3
6	135	A-611 PH	WOOD	11 1/2 X 13 1/2 X 9 1/2	11 1/2 X 13 1/2 X 9 1/2	\$55	3
6	180	615 JKH 2	RUBBER	12 1/2 X 14 1/2 X 9 1/2	12 1/2 X 14 1/2 X 9 1/2	\$65	QAD
6	180	A-615 SH	DO	13 1/2 X 15 1/2 X 9 1/2	13 1/2 X 15 1/2 X 9 1/2	\$80	6
12	60	A-127 SH	WOOD	12 1/2 X 14 1/2 X 9 1/2	12 1/2 X 14 1/2 X 9 1/2	\$54	2
12	92	1211 SHK	DO	17 1/2 X 19 1/2 X 9 1/2	17 1/2 X 19 1/2 X 9 1/2	\$88	12



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2. Studebaker Big & Spec. Sizes, Chrysler, &c.
3. Case, Cole, Cunningham, Oldsmobile, &c.
4. Buick Std., Chevrolet, Essex, Ford, &c.
5. Buick M., Chrysler, Hudson, Oakland, &c.
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MOTOR TOPICS.

[By Edgar N. Duffield.]

Destiny plays strange tricks with us. One of them has ordained that I, the most inveterate of misogynists, should be commissioned to write on motoring for ladies. I am, however, too sagacious to rebel against Fate, and I shall therefore obey the behest!

I want to tell you about my niece, Ethel. A heart of gold, Ethel, and far, far shrewder than she looks. Yet even Ethel can commit appalling blunders at times.

Take, for instance, this case, which occurred some days ago.

"Christmas," I said to Ethel, who had come to pay me a nicely call; "Christmas will soon be with us, Ethel! Are you going away?" "Of course, uncle!" Ethel's tones were surprised. "Christmas at home, in these days! How very dated you are at times! We are going to Scotland—to Jock's people, you know, my 'in-laws.' Very nice people! But I am dreading eight hours in the train, because Jock's sisters live near their parents, in Scotland, and fresh—positively glowing—when we arrive—I all dusty and dishevelled from the eight hours' journey. I hate trains. You do, too; I know, don't you, uncle?"

"Trains, my dear," I answered weightily, "can be very useful. They have—why it would take me hours to tell you all that trains have done!" And I sank into a reverie.

"Yes, darling, I know," Ethel replied calmly. "But if you had sat in one for eight hours, you..." "But why go to Scotland by train, now you are married?" I asked. "You have only just spent three hundred pounds on the Morris, so why go by train? What has the car done?"

"Car? In December?" Ethel shrieked. "Do you want me to freeze on the way?"

I nodded slowly. "At the end of December, maybe; four hundred and fifty miles is rather a tall order on end," I agreed. "But you are married now, and you can stop half-way. Start early, at about eight or nine in the morning. Have lunch and a rest at one, then go on again. Have a cup of tea at five, then hit the trail once more, and go on until it is really dark. Then find a good inn and put up for the night. You can start off again at nine o'clock next day."

"Your car is as snug as a car can be. You can be just as warm as you like or as cool as you like. The Morris is as comfortable as any money can buy; you have a lamp in the roof as well as one on the instrument board, and bags of room for your luggage in the rear."

"You and Jock can take turns at the wheel to make the run easier. I am asking you to do two hundred and twenty-five miles in ten hours, as day-light is short-lived, and you may meet a little fog in patches, or snow; it's a long way, but if you

two youngsters cannot cover that distance in a driving day, well...

Here I took out my pipe. "The fallacy that motoring is any longer a butterfly, fair-weather, summer-only business is ridiculous, Ethel," I went on, after a meditative pause, during which my niece watched me with ruminative eyes. "In a saloon like yours, with a first-class windscreen, an automatic wiper with two squeegees, a fog lamp on the near side dumb-iron, that Thermorad heating device for use if it should really be cold, plenty of wraps, tons of room for luggage, a pocket for a Thermos flask, the facilities for smoking, and front seats which will enable the passenger, the idler of the moment, to sleep for an hour or two if so disposed—why, my good girl, I'd rather drive to Scotland in December than in June!"

Ethel looked at me in genuine amazement.

"Do you really mean," she asked, "that such a journey could be tolerable?"

"Tolerable?" I echoed. "Tolerable? The very height of enjoyment, my dear girl! I would not miss such a trip for the world! Why, when I was your age—" And I laughed.

"You think I could stand it?" Ethel said dubiously. "You do not think I should be fatigued?"

I shook my head emphatically. "For a girl who can dance steadily from about nine till four, eat bacon and eggs for an hour, spend a couple of hours in bed, have a dip, play a round of man's golf, lunch to beat the band, then play tennis all the afternoon, and sit down to Bridge all the second evening, I—Fatigued? Good heavens no!"

"Stamp on the idea that motoring is a spring, summer, autumn and winter affair," I went on. "Realise that the motor car of to-day is designed, materialised, built and equipped to be a three hundred- and-sixty-five-day-per-year convenience. Realise that no railway journey could be quite so comfortable and jolly as one made in your own car! You go as you please and when you please. Four hundred and fifty miles will cost you fifteen gallons of petrol and a pint or so of engine oil; call it a sovereign; at the outside. Four hundred and fifty miles, for two of you, first-class, by rail would cost you something nearer twenty pounds!"

Ethel began to yield! I could see that. Yes; the mix was coming round to my way of thinking. And when Jock came in a few minutes later, and I told him of our conversation, he put the cap on things.

Ethel would make the journey to Scotland by road!

There may be other Ethels, wondering if perhaps this year they might make a similar journey in their Morris. Let them cease to wonder. Let them bite hard on the fact that a journey which cannot be made by the average, well-turned-out motor car of to-day is not to be made in tolerable comfort and convenience any other way, by any other means.

Ladies, the very best of good wishes! May we meet in the New Year!

—Woman's Kingdom.

& RHINOCEROS.

CHEVROLET ADVENTURES IN JUNGLE

EXCITING EXPERIENCES

Gordon Makepeace, Press representative with the Chevrolet Capetown to Stockholm Expedition writes:

"It is very curious that when anyone announces to his friends that he is about to proceed to Cairo by road, the first question he is asked is almost invariably, 'What guns are you taking?'"

Apparently, in the public mind the journey by road through the heart of Africa is synonymous with the destruction of much of the natural fauna of the continent. Admittedly the mere journey by road would become dull indeed were it not for the hundred and one exciting incidents which occur once the traveller has left the more populous centres of civilisation, but really there is no need whatever to set off from Capetown with a couple of Lewis guns, a maxim or two, and a Hotchkiss, in addition to the normal equipment of shotguns and a sporting rifle.

Africa is rapidly losing much of its charm by the decimation of its wild animal life, and the average man will be glad indeed to learn that the Administrations throughout Africa are gradually putting a stop to the indiscriminate slaughter of wild creatures merely because they are wild creatures.

The Blood Lust.

Unfortunately, most people become affected with a blood lust once they set foot on the Central African plains, and blaze away at anything and everything they see, and the result is pitiful indeed. To go shooting for meat to eat is rational; but to litter a plain with dead creatures is not only irrational, but criminal in a day of supposed civilisation.

There are enough buffaloes, lions and leopards to satisfy anyone in Central Africa, so there is really no reason at all to shoot more buck than one can eat. Besides, anyone can shoot a buck, but lion, leopard and buffalo present quite a different problem. If anyone shoots any one of these three you may be sure that he is quite a good shot, and that he has taken more than ordinary trouble to get his bag.

People may be surprised to hear that the animal most to be dreaded in Central Africa is the buffalo, which is one of the fiercest of animals to be found anywhere. To find oneself in long grass with a wounded buffalo is not an experience to crave for.

The man who follows a buffalo into long grass very rarely does so on any subsequent occasion, even if he returns to tell the tale after the first experience. Buffaloes hunt by sight, sense and cunning—a very dangerous trio—and it almost invariably is stated at the inquest that the wounded buffalo worked round behind the deceased without his being aware of it, and charged him.

It is imperative that the traveller should be armed, and that he should know how to use his arms in case of necessity. That this necessity occasionally does arise, anyone who has travelled the African Great North-road will tell you. It is only a few weeks ago that a gentleman driving a Chevrolet car in the vicinity of Mount Kilimanjaro encountered a rhinoceros in the roadway. Now, rhinos are very inquisitive animals and once one gets a strange scent, he will charge in that direction at full speed, no matter where his wild rush leads him. Fortunately he is an extremely unwieldy creature, and once he has got well under way with his ton or so of flesh at about 10 miles an hour, it is an easy matter to dodge aside, and let him finish his wild career some distance off in the bush.

The man driving the Chevrolet did some extraordinary cornering round some trees—a feat for which, in normal circumstances he would be awarded any automobile club certificate—and managed to avoid the rhino, which dashed past. He received no certificate, but after all, life is worth quite a few certificates.

The Chevrolet Expedition now on the way from Capetown to Stockholm via Cairo and London have had many experiences thus far with wild creatures, and these have helped to enliven the undoubted tedium of a long motor journey.

It was while the expedition was negotiating the road between Kondoa Irangi and Moshi in Tanganyika Territory that the party had several exciting experiences with lions.

A Meeting With Lions

The road from Kondoa to Moshi was the alternative route selected by Mr. C. V. H. Lacey, leader of the expedition, after consultation with the local road authorities; it being pointed out that the generally accepted main road from Kondoa to Arusha was utterly impassable.

This road to Moshi was covered over with grass and in places it could not be found at all; but in other places we found it well defined and made up something in the nature of an English woodland path. It was soft and the going

TRAFFIC TOLL

POINTS TO BE REMEMBERED BY DRIVERS

RESPONSIBILITIES

If the record of 1928 highway accidents is to be maintained at a decent minimum, it is essential that every motorist fulfil to the letter the fundamental rules of the road and the basic regulations which govern safe and careful driving.

A road crowded with Sunday tourists presents difficulties which can be met only by intelligent, considerate car manipulation. Cutting in and then out, dangerous swerving and unheeded stopping—these are some of the factors which have caused hundreds of mishaps on the country's highways, and if 1928 is not to be a year marked by a fearful toll of automotive injuries each driver must take himself in hand and exercise rigid control over what may be a characteristic of his type of motor vehicle operation.

The point is that every one, at some time or other, is seized by a desire to "step on it," to do a bit of daring driving, to outwit and outclass the other fellow. That is a natural human impulse, but it is important to remember that there are times and places for everything, and a crowded highway is no spot for such tricks. On an empty road, where the only injury possible would be to the driver himself, another question is involved. But where many innocent human lives are at stake, the thoughtful motorist will drive with the utmost self-possession and with every consideration for the rights, privileges, and lives of his motoring colleagues.

RECORD SALES

GENERAL MOTORS EXECUTIVES GET TOGETHER

MOTOR TRUCKS

Predicting a record sales year for the motor truck manufacturing industry and an increasing nationwide demand by merchants and business concerns for motor trucks, branch managers and executives of the General Motors Truck Company held an enthusiastic get-together meeting at Pontiac, Mich., recently.

Reports of the optimism that prevailed at the big gathering were brought back to Coast dealers and Northern California branches of the company by J. J. Davis, San Francisco branch manager of the General Motors Truck Company. "Factory executives report that their production schedules for the coming months have been increased in anticipation of the increased demand that general prosperous conditions throughout the length and breadth of the country would seem to indicate. Dealers and branch managers in all sections of the country are increasing their orders. The fast, high-powered trucks, with their many safety factors and new features that provide riding and driving comfort, as well as maximum haulage capacities in every price field in the General Motors Truck Company line have won the buyers' interest. Their performance is resulting in constantly increased demand."

"The recent Nation-wide campaign for better delivery, which was sponsored by the General Motors Truck Company, has received the endorsement of public officials in every big city and has caused the buyer to consider anew the haulage and delivery problems of the day, from the standpoint of public service and public welfare."

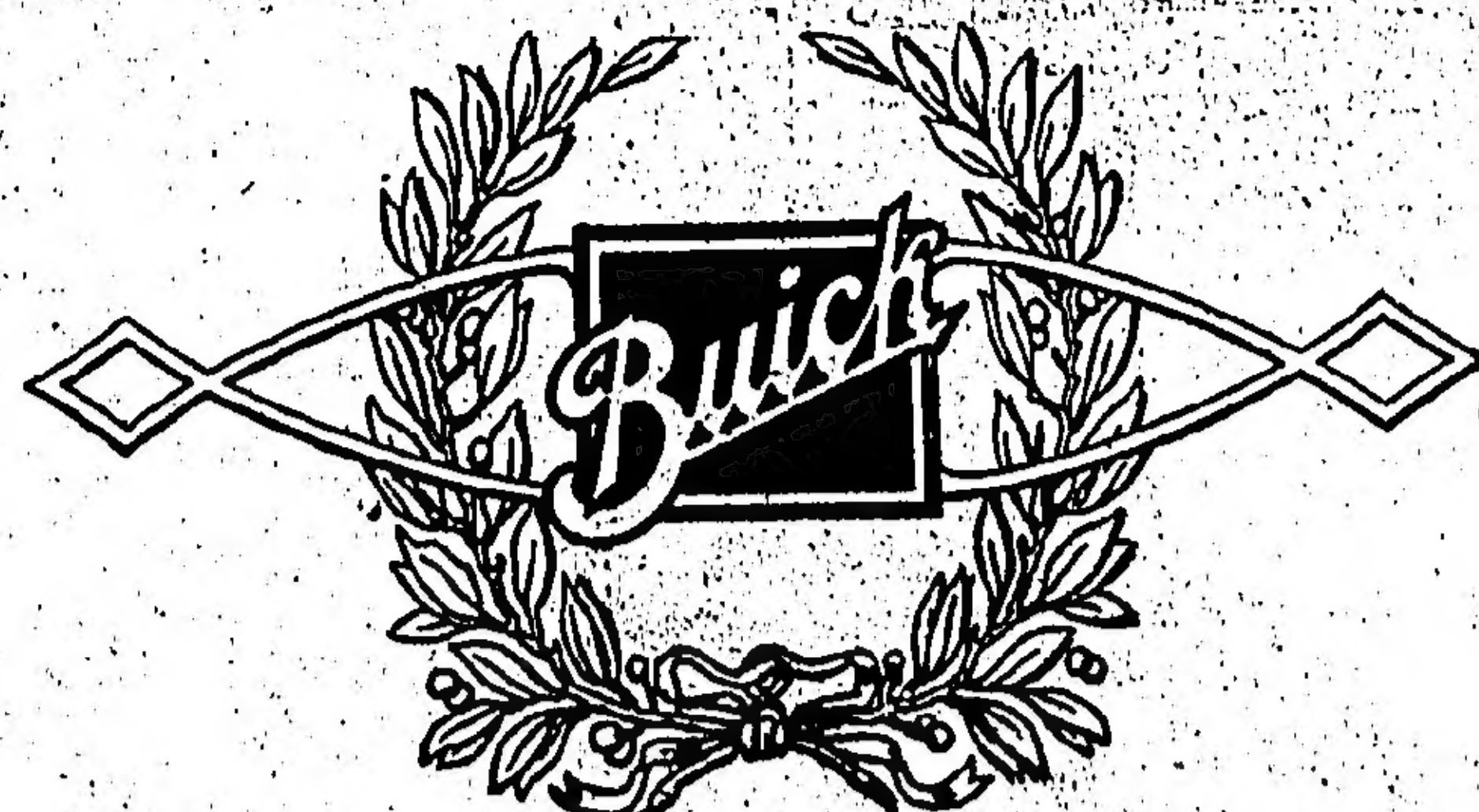
"The Pontiac gathering of General Motors Truck Company sales executives was addressed by Paul Seiler, president of the company; O. L. Arnold, director of sales, and other men nationally known as authorities on motor trucks and haulage and delivery problems."

was hard, but it was a good deal better than the road, which led through 50 miles of sodden black cotton soil to Arusha. We found it necessary to employ a compass several times when we lost the path, but invariably we ran into it again a little further on. There is no doubt that this road from Kondoa to Moshi would be really excellent in the dry season for all types of transport.

That afternoon, when the cars were crossing a big clearing, a flock of guinea fowl was encountered, and with visions of a fairly good dinner that night I got out to have a shot at one. All the native servant who was standing on the truck, became very agitated and endeavoured to "point" out something, but I thought he was merely directing my attention to another guinea fowl, so I took no notice.

When I fired four lions rose from the grass about 200 yards away and cleared into the bush and while not exactly frightened I was pleased indeed at the direction of their exit, for a man armed with a shot gun is in no fit condition to argue the right of way with a lion, far less with four of them.

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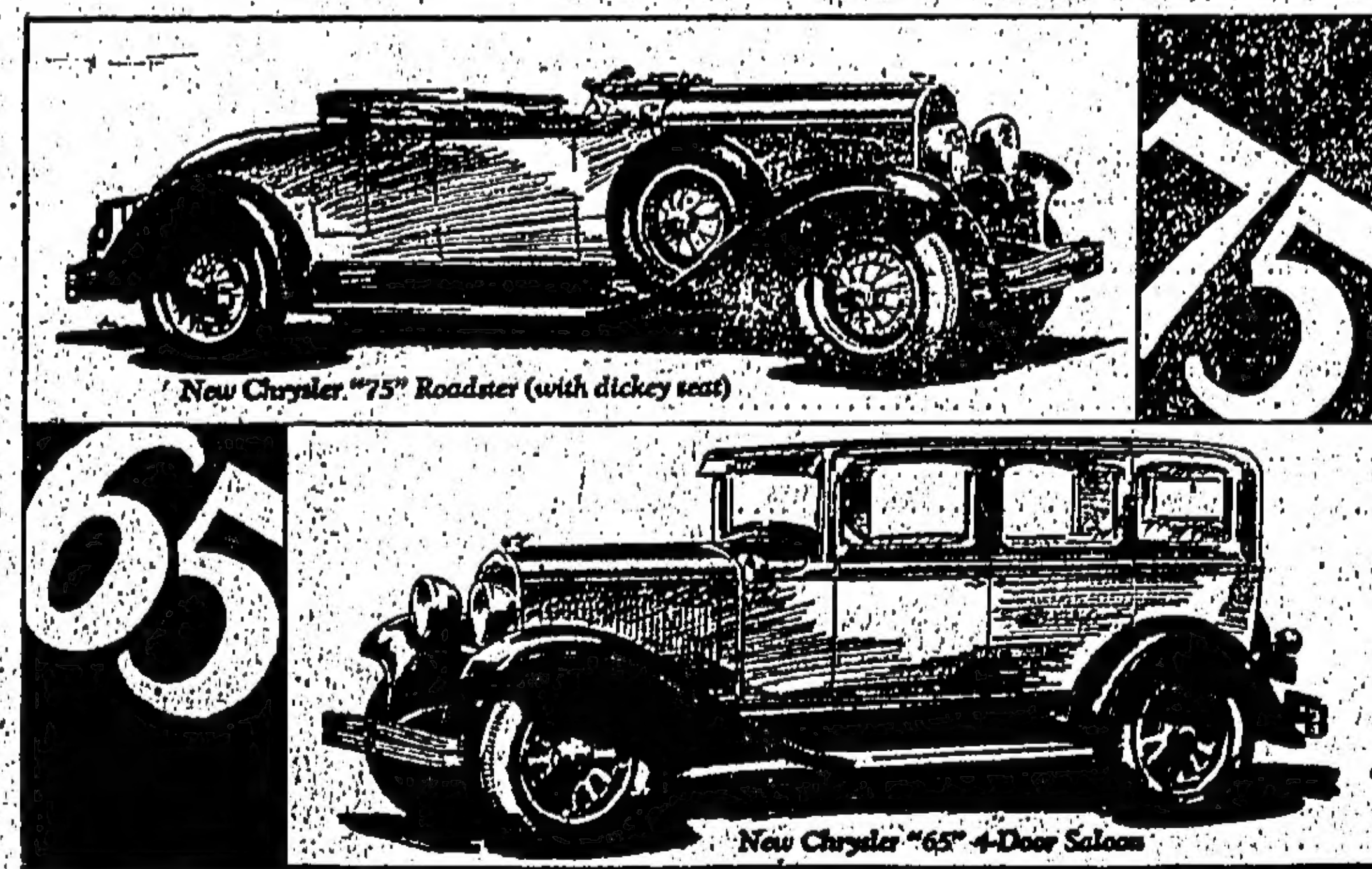
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The public is particularly warned against the practice of sending coin through the post in letters. The practice besides involving risk of loss is directly in contravention of the Post Office Ordinance and the P.M.G. may be compelled to take proceedings under that ordinance.

INWARD MAILS.

From	For	Day	Time
Shanghai and Swatow	THURSDAY, OCTOBER 4.	4.	Sunning
Japan and Shanghai	FRIDAY, OCTOBER 5.	5.	Fushimi Maru
U.S.A., Honolulu, Japan and Shanghai	SATURDAY, OCTOBER 6.	6.	President Hayes
Europe via Negapatam (Letters only London 6th Sept.)	SUNDAY, OCTOBER 7.	7.	Benares
Japan	MONDAY, OCTOBER 8.	8.	Burma Maru
U.S.A., Honolulu, Japan and Shanghai	TUESDAY, OCTOBER 9.	9.	President Madison
Europe via Negapatam (Paper only London 6th Sept.)	WEDNESDAY, OCTOBER 10.	10.	Namsang
Australia and Manila	THURSDAY, OCTOBER 11.	11.	Changte
Japan and Shanghai	FRIDAY, OCTOBER 12.	12.	D'Aragnan
Amoy and Swatow	SATURDAY, OCTOBER 13.	13.	Gremer

OUTWARD MAILS.

For	Per	Day	Time
Saigon	THURSDAY, OCTOBER 4.	4.	Prosper 3.30 p.m.
Straits	THURSDAY, OCTOBER 4.	4.	Shunko Maru 3.30 p.m.
Sam Shui and Wuchow	THURSDAY, OCTOBER 4.	4.	Fook On 4 p.m.
Shanghai	THURSDAY, OCTOBER 4.	4.	Linan 4.30 p.m.
Hohow	FRIDAY, OCTOBER 5.	5.	Kwaiyang 9.30 a.m.
Straits	FRIDAY, OCTOBER 5.	5.	Fooksang 1.30 p.m.
Swatow, Amoy and Foochow	FRIDAY, OCTOBER 5.	5.	Haining 2 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 4th Nov. K.P.O. Registration 4.30 p.m. Letters (Oct. 6th) 9 a.m. G.P.O. Registration (Oct. 6th) 8.45 a.m. Letters (Oct. 6th) 9.30 a.m.	FRIDAY, OCTOBER 5.	5.	Fushimi Maru
Japan, Canada, U.S.A., C. & S. America and Europe via Victoria, B.C.—due Victoria, B.C., 30th Oct. Parcels (Oct. 5th) 5 p.m. Registration (Oct. 6th) 9.45 a.m. Letters (Oct. 6th) 10.30 a.m.	FRIDAY, OCTOBER 5.	5.	Protesilaus
Wei Hai Wei	SATURDAY, OCTOBER 6.	6.	Kueichow 2.30 p.m.
Manila	SATURDAY, OCTOBER 6.	6.	President Hayes 5 p.m.
Shanghai and Europe via Siberia	SUNDAY, OCTOBER 7.	7.	Sunning 6 p.m.
Bangkok via Swatow	SUNDAY, OCTOBER 7.	7.	Kalgan 9 a.m.
Swatow, Amoy and Formosa	SUNDAY, OCTOBER 7.	7.	Hosan Maru 9 a.m.

*Correspondence bearing vessel's name only.

LABOUR'S SOCIALISTIC PROGRAMME

A 50-PAGE BOOKLET

RAMSAY MACDONALD ON
CAPITAL AND LABOUR.

MAXTON UNPOPULAR

London, Yesterday.
Mr. Ramsay MacDonald, M.P., introducing the election programme at the Labour Conference in Birmingham, based it on a 50-page booklet, prepared by the Executive Committee and circulated to the delegates. He announced that coal, transport, power, land and life insurance should publicly be owned, the Trades Union Act repealed, and that banks must consider national interests as a whole and not financiers' interests. The minimum wage must be made effective and Mr. MacDonald declared that there could be no equality between capital and labour while the owners of capital formed one class and the suppliers of labour another.

Stormy Scenes
Mr. Maxton, M.P., complained that the booklet was not a programme but a thesis giving the next Labour Government a free hand to devise any programme it liked.

There was a stormy scene when Mr. Maxton suggested that if instead of getting Communists by the throat they started to get capitalism by the throat. Labour would get a clear majority at the next election. He declared that if the nation was to be saved from catastrophe, essential industries must be controlled from inside and in the term of the first Labour Government. He concluded by naming MacDonald, Lansbury, Henderson and Snowden and insisting that they should redeem their promises.

Programme Adopted
The conference adopted the programme after a few stormy outbursts while the commoners Maxton and Wheatley were speaking.—Reuter.

SOVIET'S OIL

THE CONFISCATION OF
BRITISH PROPERTY

ABORTIVE NEGOTIATIONS

London, Tuesday.
It is announced that the negotiations which have been proceeding for some time past between the Soviet Government, Soviet oil interests, and a big combine composed of the Shell group, the Anglo-Persian Oil Company, and the Anglo-American Oil Company have broken down.

Negotiations aimed at the conclusion of an agreement by which the combine offered the Soviet oil interest an opportunity of selling a million tons of oil and oil products in the English market.
The proposal of the British companies was that they should purchase the oil from the Soviet and be responsible for its distribution. The combine, however, demanded as the first essential to an agreement, that a discount of five per cent. on the purchase price be given as compensation in respect of the British oil properties confiscated by the Soviet.

The breakdown occurred on this point, the Soviet Government refusing to grant the discount on the ground that it admitted liability to the dispossessed proprietors.—Reuter.

"GRAF ZEPPELIN"

CRUISE OF 1,750 MILES IN 34 1/2 HOURS

Berlin, Yesterday.
The new German airship, "Graf Zeppelin," in making a 36-hour flight from Friedrichshafen with seventy persons on board, manoeuvred over the North Sea after reaching England. She passed Borkum at mid-night and cruised over Bremen, Schleswig and Hamburg and appeared over Berlin at 9 o'clock in the morning.
The airship was cheered by shouts from the streets and from the roofs, and squadrons of aeroplanes escorted her from Staaken.
She circled Berlin several times, and flew low over the President's palace where a bouquet was dropped. She then headed eastwards.
Friedrichshafen, Yesterday.
The Zeppelin landed at 5.30 p.m. after a 34 1/2 hours' cruise, covering 1,750 miles.—Reuter.

A CITY RUBBER SMASH

BIG FIRM'S LOSSES

SEQUEL TO WITHDRAWAL OF
RESTRICTION

LIABILITIES £128,000

London, Yesterday.
After a meeting of the creditors of E. Jones and Colegate, city rubber merchants, the official receiver reported that the estimated liabilities were £128,000 and assets £35,000. The firm's turnover in 1926 reached £3,000,000, but the violent drop in prices, due to the announcement of the removal of restriction, involved the firm in heavy losses and also in large commitments which they afterwards took at a low level.—Reuter.

YEO AGAIN BEFORE THE COURT

(Continued from Page 1.)

Lands Trading Society for Katz and Co.

Prisoner paid in a cheque for \$3,050, on the Instone Banking Corporation, drawn by the Min Tak Co., for the firm, and asked to open a current account with the Netherland and received paying-in and cheque books.

During the remainder of 1927 three further payments were made into Katz and Co.'s account. On October 21, prisoner paid in \$530, of which \$300 was in a cheque drawn on the Eastern Banking Corporation by the Man Lee Co.

CLOUDY

E. winds, fresh; generally cloudy, is the forecast until noon to-morrow.

On November 14, prisoner paid \$150 in cash and a cheque for \$450, drawn on the Instone Banking Corporation by the Min Tak Co.

On Katz Co.
Ten cheques were drawn on Katz and Co. with the Netherlands Trading Society up to the end of 1927, and two of these were in favour of the Man Lee Co. At the end of 1927 Katz and Co.'s account had a small credit balance. All the transactions were carried out by the prisoner in person.

"Young Tak-lee"
At the beginning of October, 1927, prisoner called on the compradore of the Equitable Eastern Banking Corporation and gave the name of Young Tak-lee, proprietor of the Man Lee Co., Government contractors, and asked to open a current account for the Man Lee Co.

The compradore required a letter of introduction, and the following day the prisoner called again and produced a letter from Katz and Co., who were banking with the Netherlands Trading Society. On the strength of this letter of introduction, the Equitable Eastern Banking Corporation agreed to open a current account for the Man Lee Co. On October 5, 1927, the prisoner brought a cheque for \$2,500 drawn in favour of the Man Lee Co. by Katz and Co., on the Netherlands Trading Society, and with this cheque opened an account for the Man Lee Co., receiving paying-in and cheque books.

During the remainder of 1927 one other payment was made into the Man Lee Co.'s account. This was a cheque for \$500, drawn on the Netherlands Trading Society. Twelve cheques were drawn on the Man Lee Co.'s account up to the end of 1927. One was for \$375 in favour of the Min Tak Co., and another for \$300 in favour of Katz and Co. At the end of 1927 the Man Lee Co.'s account showed a small credit balance. All the transactions of this firm were carried by prisoner in person.

Up to the end of 1927 the prisoner controlled the banking accounts of all three firms at the three banks, and Mr. Hazelrigg commented, sufficient cheques were drawn, to make it appear that the three firms were doing business.

Government Cheques
Referring to Government cheques, Mr. Hazelrigg said that these were different from ordinary cheques in that they bore no stamps, and had the words "On His Majesty's Service" printed on the top. These cheques were supplied by the Hong Kong and Shanghai Bank to the Hong Kong Treasury, who caused some printing to be done on the cheques before they were used.
For example, the word "heavy"

THE AUSTRALIAN CRISIS

MORE HOPEFUL

UNIONS NOT IN FAVOUR OF A
"HOLD UP"

"MAD DOG" POLICY

Melbourne, Yesterday.
The most hopeful development of the strike position is that the committee of the Maritime Transport Union, when considering the motion for a general hold-up, has reported against any extension of the strike for the present. Opposition members of Parliament are urging a resumption of work in order to fight the new Transport Workers Act through the ballot box, while the leader of the powerful Australian Workers' Union describes the general strike as a "mad dog" policy.

The shipowners have decided to tie up interstate vessels, and a million pounds worth of wool is held up at Port Adelaide, while all the big stores are crammed.—Reuter.

Two Books
About the time material to this case, the Treasury obtained from the bank two books of 600 cheques each. One of the books was kept in reserve in the Book Safe and the other was used. This book when not in use, was also kept in the Book Safe.

Each of the two cheque books of 600 cheques supplied to the Treasury on November 3 and December 2, 1927, had the final 30 cheques removed between the time of their receipt and the last week of December. Shortage Noticed
The shortage was noticed by the clerk in charge of the cheque books, but when he examined the covers and found that the serial number on them had been altered and bore something resembling initials, he arrived at the erroneous belief that the bank had supplied the books with only 570 cheques in each, and did not report the matter.

On the third week of December when he received from the bank a final cheque book containing 400 cheques instead of the 200 asked for, he mentioned the matter to the Colonial Treasurer and stated that as he had in the first place been 60 cheques short, he thought he would be able to use the extra ones sent by the bank.

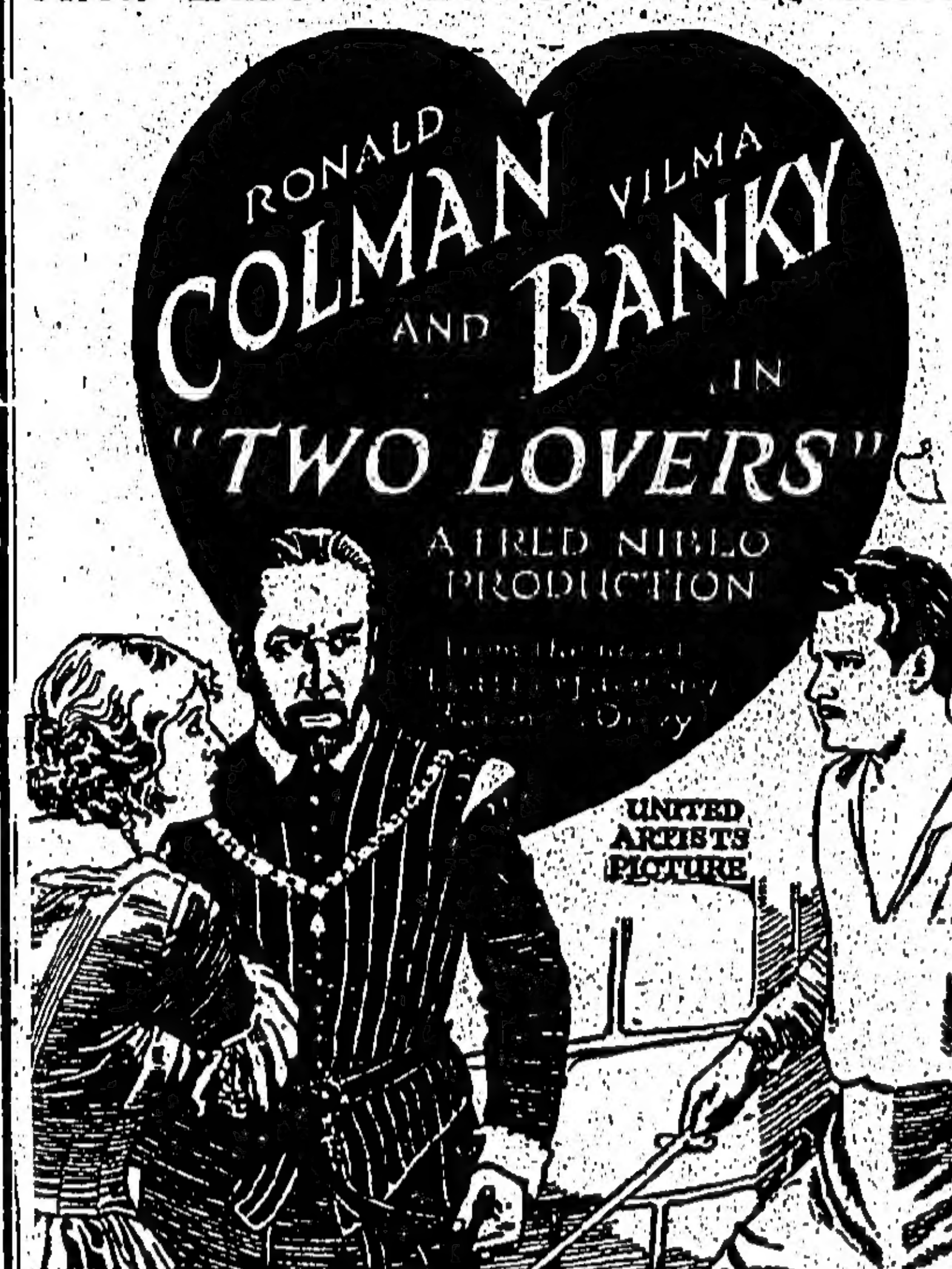
The Colonial Treasurer understood from this that the clerk had underestimated the number of cheques required and did not go into the matter further.
Mr. Hazelrigg said that the three cheques used in the forgeries were from the book of December 2. All the sixth cheques were removed from the two books with counterfoils and all.

The Cheques
On January 4, 1928, a Treasury cheque in favour of the Min Tak Co., for \$78,300.41 was paid by the prisoner into the firm's account with the Instone Banking Corporation, and on the same pretext of paying sub-contractors prisoner drew in cash \$55,980 on January 5 and \$12,000 on January 6.

On January 4, 1928, a Treasury cheque in favour of the Man Lee Co., with the Equitable Eastern Banking Corporation, "The Hong Kong and Shanghai Bank required identification of the endorsement and the cheque was returned to Man Lee Co. (It was not presented again, and did not form the subject of a charge against the prisoner.)

Resigned
On January 5, the prisoner called at the Equitable Eastern Banking Corporation and presented another Treasury cheque for \$95,142.19 in favour of the Man Lee Co., and on the same pretext of paying sub-contractors he drew in cash \$79,950 on January 6, 1928, and \$14,900 on January 9, 1928, prisoner resigned from the Treasury, paying one month's salary in lieu of notice and was not seen again until September 22, 1928, when he appeared at the identification parade with ten other men and was placed out by several witnesses for the prosecution.

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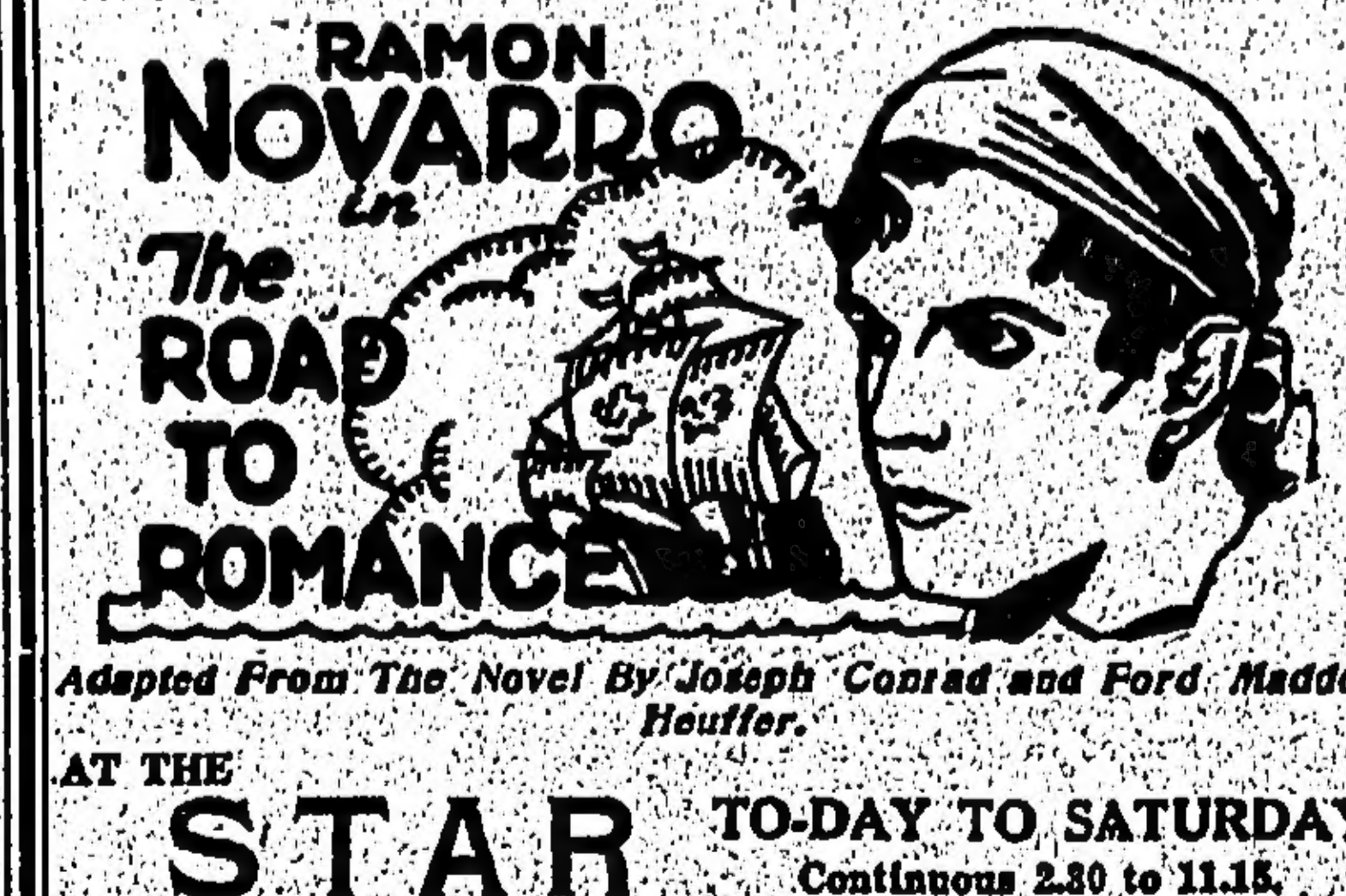
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